

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1884.—Vol. XLI.

LONDON, SATURDAY, SEPTEMBER 30, 1871.

(WITH SUPPLEMENT) (PRICE FIVEPENCE. PER ANNUM, BY POST, 21 6d.)

MR. JAMES CROFTS, STOCK AND SHAREBROKER,
No. 1, FINCH LANE, CORNHILL.
(ESTABLISHED 1842.)

HOLDERS of mining shares DIFFICULT OF SALE in the open market may find purchasers for the same through Mr. CROFTS' agency. Also parties requiring advice how to act in the disposal or abandonment of doubtful mining stocks may profitably avail of Mr. CROFTS' long experience on the market in all cases of doubt or difficulty, legal or otherwise.

CASTLE AN DINAS TIN MINE (LIMITED).
This mine (St. Columb, Cornwall) is now in full work, and making regular profits. A minimum dividend of 10 per cent. is guaranteed for three years, from January, 1871, but the profits are expected to give a much higher return. The shares are limited to £2 each, and FULLY PAID, so there is no liability whatever. Mr. CROFTS strongly recommends these shares, and can offer a few at £2 15s. 6d. net.

Business in GREAT ROYALTON and ROCHER CONSOLS.
Every description of shares bought and sold at NET prices.
Bankers: Metropolitan Bank.

MR. W. H. BUMPUS, STOCK AND SHAREDEALER,
44, THREADNEEDLE STREET, LONDON, E.C., has FOR SALE the following SHARES, free of commission:—

15 Ashton, £14.	50 E. Liangynog, £2 18s 9d	15 So. Condurow, £10 1/4
150 Anglo-Austral, fully paid, 17s. 6d.	15 Eberhardt, £19.	30 South Aurora, £2 18s.
50 Broadford, £2 1/2.	10 East Lovell, £15 1/4.	75 So. Rom. Grav., 20s.
50 Bog, £2 1/2.	10 Great Laxey, £17 1/2.	20 Sweetland Ck., £3 1/2.
40 Birdseye Creek, £4.	30 Gt. No. Laxey, 17s. 6d.	50 Taquaril, 8s.
50 Caegynog, 28s. 9d.	5 Great Vor, £10.	15 Tankerville, £16 1/2.
10 Chontales, fully paid, £2 1/2.	30 Marke Valley, £5.	20 Untd. Mexican, £3 1/2.
35 Drake Walls, 16s.	15 North Croft, £2 1/2.	10 Utah, £17 1/2.
20 Don Pedro, £3 1/2.	50 Old Batholow, 27s. 6d.	5 Van, £54 1/2.
15 East Caradon, £5 1/4.	50 Pennerley, £3 1/2.	5 W. Chiverton, £16 1/2.
50 Eclipse, 22s.	25 Pacific, £4 1/2.	20 West Tankerville, £10.
10 East Van, £10 1/2.	40 Perkins Beach, 29s.	10 Wh. Greenville, £8.
	50 Plynlimmon, 28s. 9d.	25 Wheat Agar, 32s.
	25 Rhydtalog, £2.	50 Yudanumutana.
	10 Roman Grav., £18 1/2.	

W. H. B. transacts business in every description of shares at the best market prices, and free of commission.
Bankers: National Provincial Bank of England, E.C.

MR. Y. CHRISTIAN, STOCK AND SHAREDEALER,
11, ROYAL EXCHANGE, E.C.
Bankers: Bank of England.

MR. WILLIAM SEWARD, STOCK AND MINING SHARE BROKER,
19, THROGMORTON STREET, LONDON, E.C.
Every description of shares BOUGHT and SOLD at the best market prices.

MR. C. POWELL, STOCK AND SHAREDEALER,
78, OLD BROAD STREET, LONDON, E.C.

MR. THOMAS SPARGO, MINING ENGINEER, STOCK AND SHAREDEALER,
224 and 225, GRESHAM HOUSE, OLD BROAD STREET, LONDON, E.C.

MR. THOMAS THOMPSON, JUN., STOCK AND SHAREDEALER AND MINE AGENT, 5, WHITEHALL, LONDON, S.W.
Some valuable hints as to the purchase of mining shares will be found in Mr. THOMPSON'S "Investment Circular" for September; now ready; post free, price 6d.

MR. JAMES STOCKER, STOCK AND SHAREDEALER,
2, CROWN COURT, THREADNEEDLE STREET.
Bankers: London and Westminster (Established Twenty Years).

MR. C. A. POWELL, STOCK AND SHAREDEALER,
No. 1, PINNER'S COURT, OLD BROAD STREET, E.C.
References exchanged. Bankers: City Bank, Finch-lane.

MESSRS. WM. MARLBOROUGH AND CO.,
29, BISHOPSGATE STREET WITHIN, LONDON, E.C. (Established 17 years), have FOR SALE the FOLLOWING SHARES at prices annexed:—

15 Ashton, £14.	10 East Van, £10 1/2.	60 Prince of Wales, 10s 3d
25 Aberdun, 17s. 6d.	25 E. Greenville, £3 1s.	30 Powell United.
40 Almada, 22s. 6d.	5 East Pool, £13 8s. 9d.	20 Pennerley, £4.
30 Bog, £2 1/2.	50 East Rhydtalog.	30 Plynlimmon, 28s. 9d.
60 Bwch Consols, 27s. 6d.	5 Eberhardt, £30 1/2.	40 Perkins Beach, 28s.
20 Broadford, £2 1/2.	30 Frank Mills, 21s. 3d.	10 Russia Copper.
40 Birdseye Creek, £4 1s.	100 Flor. and Tonkin, 6s 3d	20 Rosewall Hill, 24s.
50 Cwm Rickett.	5 Great Vor, £9 16s. 3d	10 Roman Grav., £18 1/2.
60 Caegynog, 28s.	25 Great Western, 31s.	30 Sierra Buttes, £3 1/2.
10 Cathedral, 25s.	20 Gt. No. Laxey, 17s. 3d	10 So. Condurow, £10 1/4.
10 Carn Brea, £14 1/2.	40 Gwydyr Park, 18s. 6d	60 So. Rom. Grav., 18s.
25 Calbeck Fell, 24s.	5 Marke Valley, £5 13s 9d	20 Sweetland, £3 18s. 9d.
20 Cook's Kitchen, £32 1/2.	20 New Lovell, £2 13s 9d	15 South Aurora, £2 18s 9d
30 Chontales, £2 1/2.	25 North Pool, £3.	15 So. Carn Brea, £3 6s 3d
10 Devon Consols, £19s.	30 Nangiles, 17s. 9d.	60 Terras, 28s. 9d.
20 Don Pedro, £3 14s 6d.	50 New Hington.	5 Tankerville, £16 3s 9d
20 Drake Walls, 16s. 3d.	5 Parys Mount, £23 1/2.	75 Taquaril, 6s.
10 East Lovell, £15 1/4.	5 Providence, £24 1/2.	10 Utah, £16 1/2.
10 Eclipse, 1s. 3d. prem.	30 Pinto, £4 1/2 pm.	30 Van Consols, 25s.
50 E. Liangynog, £2 18s 9d.	15 Pacific, £4 1/2.	25 West Esqair Lie.
10 W. Tankerville, £13 13s	100 Excelsior, 4s. 6d.	2 Wheat Buller, £36 1/2.
20 W. Drake Walls, 4s.	50 Wheat Crebor, 22s 6d.	4 W. Chiverton, £16 1/2.

WHAT PAYS BEST?—A PRACTICAL TREATISE UPON INVESTMENTS IN BRITISH AND FOREIGN MINES.
W. MARLBOROUGH AND CO.,
29, Bishopsgate-street Within, London.
Post free Sixpence.

HOOKE AND CO. STOCK AND SHAREDEALERS,
LIFE, FIRE AND MARINE INSURANCE AGENTS,
1, UNION COURT, OLD BROAD STREET.
At the rate of One Guinea per annum we give investors information on legitimate mining projects in the United Kingdom.
FOR SALE—EAST LIANGYNOG and TERRAS shares at lowest market prices: 10 Gwydyr Park, £1; 20 New Rosario, £1 5s.; 10 Cwm Rickett; 10 El Chico; 10 Hobbs' Hill; 10 Llanarmon (offer wanted).

MR. HENRY MANSELL, STOCK AND SHAREDEALER,
84, GREAT WINCHESTER STREET, LONDON, E.C.
EAST LIANGYNOG LEAD MINING COMPANY (Limited).—Mr. HENRY MANSELL strongly recommends the immediate purchase of these shares for a great advance in price. A detailed report on application; and specimens of the ore just brought from the mine can be seen at the above address.
GREAT VOR, SOUTH CONDUROW, and WEST CARADON shares are also safe to buy at present quotations.
References exchanged.
Daily List of Latest Prices sent free on application.

MESSRS. J. HUME AND CO., 74, OLD BROAD STREET, LONDON, E.C.
Business in Utah, Eberhardt, Richmond Consols, Kansas, Taquaril, Don Pedro, Great Vor, Carn Brea, South Condurow, West Tankerville, Pennerley, Birdseye Creek, and all other shares at closest market prices.
Shares bought and sold, or exchanged. Money advanced on good shares.
RICHMOND CONSOLS.—The profits realising are upwards of £300 per day. A dividend will be declared at the first general meeting—four months.
EBERHARDT.—The heavy drop in these shares is indicative that the report just issued is being unfavourably interpreted, and the effect is deepened by ascertaining that there are no profits available for dividends. Be that as it may, the points for the future are not discouraging, the ores being of good average produce, and large reserves.

MR. GEORGE BUDGE, STOCK AND SHAREDEALER,
No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established 21 years), is a SELLER at net prices of:
5 Providence, 10 Wheel Kitty (St. Agnes), 60 St. Agnes Consols, 5 Van, 10 Great Brea, 25 West Caradon, 2 Devon Great Consols, 5 Wheel Buller, 5 Wheel 8 East Greenville, 100 Gwydyr Park, 10 Polbreen, 30 Prince of Wales, 5 East Lovell, 3 West Chiverton, 60 East Liangynog, 100 Great Caradon, 25 Wheel Lucy, 100 Wheel Arthur, 5 Blue Hill, 25 North Tankerville, 25 Wheel Greenville, 10 Nangiles, 50 Bicen Caelan, 2 Miners, 5 East Darren, 40 Russian Consol (fully paid), 100 Eclipse, 200 Sao Vicente, 150 Anglo-Brazilian.
SPECIAL BUSINESS in Miners, St. Agnes Consols, Buller, Poldice, New Penryn, Wheel Jane, Cape Copper, and Trevarrack.

FOREIGN GOLD AND SILVER MINES.
Shareholders in these concerns, and intending investors, should read PETER WATSON'S "WEEKLY MINING CIRCULAR AND SHARE LIST," No. 654, Vol. XLII., of Friday, 29th September, 1871. Price 6d., forwarded on application.

This Circular also contains important NOTICES TO SUBSCRIBERS, CUSTOMERS, and CORRESPONDENTS. ARTICLES on the MINING SHARE MARKETS, DUTCH TIN SALE, HOME MINES, with particulars of the leading Shropshire and Cornish Mines.

MR. PETER WATSON, STOCK AND SHAREDEALER,
79, OLD BROAD STREET, LONDON, E.C.
Bankers: The Alliance Bank, and Union Bank of London.

TANKERVILLE—ROMAN GRAVELS.
PETER WATSON'S "WEEKLY MINING CIRCULAR AND SHARE LIST," No. 654, of Friday, Sept. 29, contains the latest particulars of the above, and also of the LEADING COPPER and TIN MINES OF CORNWALL.

WEEKLY MINING CIRCULAR, EVERY FRIDAY.
LONDON DAILY RECORD, STOCK & SHARE LIST, Every Evening.
Published by P. WATSON, Stock and Sharedealer, 79, Old Broad-street, E.C.

MR. W. H. CUELL,
No. 42, CORNHILL, LONDON, E.C.
Daily price-list on application.

MR. E. J. BARTLETT, STOCK AND SHAREDEALER,
No. 30, GREAT ST. HELEN'S, LONDON, E.C., transacts business at net prices in every description of security.

MESSRS. W. DUNN AND CO., STOCK AND SHARE-DEALERS,
3 AND 4, GREAT WINCHESTER STREET BUILDINGS, LONDON, E.C.
Bankers: National Provincial Bank of England.

FOR SALE, at prices affixed:—

10 Broadford, £2 7s. 6d.	10 New Lovell, £2 17s 6d	8 Tuoilanne.
25 Cefn Consol.	1 New Rosewarne, £62 1/4	5 Utah, £16 17s. 6d.
25 Chontales, £2 3s. 6d.	25 Nth. Tankerville, £1.	3 West Chiverton, £16.
5 East Baser, £4 10s.	20 North Pool.	15 West Esqair Lie.
10 East Liangynog, £2 1/4	30 Rhydtalog.	20 West Pant-y-Go.
5 East Lovell, £15 10s.	10 S. Condurow, £10 1/4.	100 West Rhoswydol.
30 East Rhydtalog.	25 So. Roman Grav., 18s.	5 Wheel Kitty (St. Agnes), £11 5s.
5 Eberhardt, £29.	10 Sweetland, £3 17s.	10 Wheel Lucy, £2 17s 6d
45 Gt. No. Laxey, 17s.	5 Tankerville, £16 10s.	10 Wheel Uny, £2 2s. 6d.
50 Gt. Rock, offer wtd.	2 Terras.	

EAST LIANGYNOG.—A large amount of business is being done in the shares of this undertaking. Purchasers of shares for cash will find it to their advantage to apply to the undersigned.
T. E. W. THOMAS, 3, Great Winchester-street-buildings, E.C.

EDWARD BREWIS AND CO.,
18 AND 19, BISHOPSGATE STREET WITHIN, CITY, LONDON, E.C.
MR. BREWIS begs to draw attention to the prospectus of EAST BOTTLE HILL MINING COMPANY (Limited) in the Mining Journal of Sept. 9. The main lode will soon be cut, and shares rise 300 per cent.

Bankers: Alliance Bank (Limited), Bartholomew-lane, E.C.

MR. T. A. MUNDY, STOCK AND SHAREBROKER,
38, BISHOPSGATE STREET WITHIN, E.C.
Bankers: City Bank.

SILK AND CO., STOCK AND SHARE BROKERS,
32, REGENT STREET, PICCADILLY, W.
FRANK LEMMER, Secretary.

Twenty-six Years' Experience.

MR. F. W. MANSELL, STOCK AND SHAREDEALER,
1, PINNER'S COURT, OLD BROAD STREET, LONDON, E.C.
Daily List of closing prices in British and Foreign mines every evening (free).
References exchanged. Bankers: London Joint-Stock Bank.

WHEAL GRENVILLE, EAST WHEAL GRENVILLE,
Treleigh Wood, West Caradon, Wheel Lucy, New Rosewarne, and Wheel Crebor Mines specially recommended. Wheel Greenville shares, in all probability, will be worth £20 each; East Greenville, £10; Treleigh Woods, £150; West Caradon, £7; Wheel Lucy, £20; New Rosewarne, £150; and Wheel Crebor, £5.

MR. JOHN RISLEY (SWORN) STOCK AND SHARE BROKER,
77, CORNHILL, LONDON, E.C.

MESSRS. ENDEAN AND CO., STOCK AND SHARE DEALERS,
55, GRACECHURCH STREET, LONDON, E.C.
All marketable stocks dealt in for cash or account.
We strongly advise the prompt purchase of shares in the EAST LIANGYNOG LEAD MINING COMPANY (Limited). This mine will shortly pay a dividend. Apply at once for shares as above.

Our clients will remember that we have from the first advised the purchase of the TERRAS TIN shares, believing it to be, from our own inspection, one of the best tin-paying properties in the West of England. We have now only a limited number of shares for sale. We have 50 for sale, or any portion, at £3 each if applied for at once.
Great discovery of copper in the FRANCO CONSOLS TIN and COPPER MINE. See Telegram at the office. The lode is similar in its character to the Devon Consols lode, and the mine is in the same district. You will do well in applying promptly for shares. We have 75 for sale, or any portion, at 25s. each for prompt reply.

MR. W. TREGELLAS, 122, BISHOPSGATE STREET WITHIN, LONDON, E.C., is PREPARED TO DEAL in all descriptions of STOCKS and SHARES at close market prices.

W. T. strongly recommends for investment the shares of the ECLIPSE GOLD MINING COMPANY, which will soon be in a condition to make large returns of gold and silver.

W. T. also recommends the purchase of shares at once in NEW WHEAL CHARLOTTE TIN and COPPER MINE COMPANY (Limited), St. Agnes, Cornwall, full particulars of which can be had on application.
Bankers: Imperial Bank.

MINING SHARES of every description BOUGHT and SOLD
on application to—
MR. JAMES BRECHLEY, 32, Nicholas-lane, Lombard-street, London.
(Established Seventeen Years.)

MR. H. B. RYE has BONA FIDE BUSINESS in the
following, at prices attached:—

Carn Brea, £14 1/2.	West Baser, £5 1/4.	Terras Tin, 2s.
South Baser, £60.	St. Ives Cons., £62 1/4.	So. Condurow, £10 1/4.
East Baser, £7 1/2.	Rosewall Hill, 20s.	East Lovell, £11 1/4.
	New Seton, £45.	

77, Old Broad-street, London, E.C.

ECLIPSE is being bolstered up by market operators, to rid themselves of a large number of shares.
TAQUARIL, on the other hand, is being depressed for the purpose of buying up. Friends and clients must, therefore, be on the alert, and act accordingly, and with promptitude.

H. B. RYE, Stock and Sharebroker, 77, Old Broad-street, E.C.

MR. W. E. JOHNSON (late Secretary of the Mining Exchange) begs to offer his SERVICES to the public in the PURCHASE and SALE of STOCKS and SHARES in MINES, RAILWAYS, FOREIGN BONDS, &c. Having had over 17 years' experience, and a thorough knowledge of the business, is in a position to act advantageously for his clients.
19, Pinners-hall, Old Broad-street, London, September, 1871.

THE CITY EXCHANGE MINING AND INVESTMENT OFFICES,
32, NEW BROAD STREET, LONDON, E.C.
ALFRED FISHER, MANAGER.

Business transacted in all marketable securities for cash or account.
We strongly advise the purchase of EAST LIANGYNOG, FRANCO CONSOLS, and TERRAS TIN shares. Telegram just received—Great discovery of copper in Franco Consols, Devon Consols district. Apply promptly for shares.
We have the following shares for sale, or any part:—50 East Liangynog, at £3 each; 75 Franco Consols, £1 1/4; 60 Terras also for sale.

MR. CHARLES THOMAS,
MINING AGENT, 3, GREAT ST. HELEN'S, LONDON, E.C.

MESSRS. A. W. THOMAS AND CO., 10, COLEMAN STREET, E.C., MINING AGENTS, AND STOCK AND SHAREDEALERS.
Monthly Circular for September now ready; post free, 6d.

MESSRS. G. LAVINGTON AND A. PENNINGTON,
44, THREADNEEDLE STREET, E.C., STOCK AND SHAREDEALERS,
have BUSINESS in the undermentioned:—

Birdseye.	Mary Ann.	Sweetland Creek.
Eberhardt.	Powell United.	South Aurora.
Eclipse.	Pentecost.	Tankerville.
Kitty (St. Agnes).	Pacific Gold.	Utah.
Kitty (Leland).	South Condurow.	West Esqair Lie.

Parties wishing to purchase or sell in the foregoing are requested to make early application.
LAVINGTON AND PENNINGTON, SWORN BROKERS.

TO INVESTORS.—NOW READY.
LAVINGTON AND PENNINGTON'S "MONTHLY RECORD OF INVESTMENTS," containing an exhaustive Review of the British and Foreign Stock and Share and Money Markets, &c., with an enumeration of safe investments, paying from 10 to 20 per cent. Price 6d. per copy, or 5s. annually. G. LAVINGTON and A. PENNINGTON, 44, Threadneedle-street, London, E.C.

SHARE INVESTMENTS.—Shares in good mines are now in great demand, and may be bought to give early and large profits if judiciously selected. The undersigned, having had considerable practical experience, offers his services to investors, and will furnish a list of his selections, both for permanent dividends and for a quick market rise.

T. E. W. THOMAS, Stock and Sharedealer, 3, Great Winchester-street-buildings, E.C.
Established 1857.

N.B.—Mr. THOMAS, being an independent dealer, issues no circulars to induce capitalists to purchase shares that are unknown in the stock markets.

BARTLETT AND CHAPMAN, STOCK AND SHARE DEALERS,
36, CORNHILL, LONDON, E.C.
"Handybook for Investors," price 10s. 6d., post free.
"British Mines and Mining," price 2s. 6d., post free.

IMPORTANT TO INVESTORS IN BRITISH AND FOREIGN MINES, RAILWAY STOCKS, and other Securities of all descriptions.
Dividends at the rate of 5, 10, and 15 per cent.

Consult MR. JOHN B. REYNOLDS' SPECIAL LIST OF INVESTMENTS.
Sent free by post on application to JOHN B. REYNOLDS, Stock and Share Dealer, 70 and 71, Bishopsgate-street Within, London, E.C.

MESSRS. HITCHENS AND CO.,
NEW POULTRY CHAMBERS, LONDON, E.C.,
MINERAL AGENTS AND SURVEYORS.

Capt. S. ENDY MARTIN, Mining Engineer and Surveyor, and for many years connected with the celebrated Llanurine Mines, Cardiganshire, and now residing in Montgomeryshire, is one of the above firm. His services can be obtained to survey, inspect, and report on mining properties in the Principality, and, from his long connection with Welsh mining, investors should avail themselves of his services, which would guide them to safe and sure investments.
All communications to be addressed as above, to which prompt attention will be given.
HITCHENS and Co., from personal inspection, can name three mines on which a great rise must take place on their merits.
H. and Co. can also name a commercial undertaking that will pay from 15 to 20 per cent., the same being a safe investment.

SHARES ON SALE—OFFERS WANTED.
FORTY TERRAS TIN, fully paid.
TWENTY EAST LIANGYNOG, 35s. paid.
Address, "X. Y. Z.," MINING JOURNAL Office, 26, Fleet-street, London.

TWENTY PER CENT. PREFERENCE SHARES IN THE GUERRERO GOLD MINING COMPANY (LIMITED).

WILLIAM SLATER AND CO., 6A, BISHOPSGATE STREET
WITHOUT, have been authorized to undertake the ISSUE of the ABOVE SHARES, which they strongly recommend to investors.
Prospectus, map, and full particulars on application.

MESSRS. POWELL, DIXON, AND CO., 26, CHANGE ALLEY, LOMBARD STREET, E.C.,
BUY and SELL every description of STOCKS and SHARES at current prices net.

We can name two or three mines for a great rise during the next few months.
See our remarks on page 518 of this day's Journal.

SIX THOUSAND POUNDS REQUIRED TO WORK A COAL MINE, where the coal has been reached, and proved to be of excellent quality, and for which a ready market exists. £10,000 have been expended by the present proprietors in plant, machinery, and shafts. The amount might be subscribed by three or more persons.

Address, "X. Y. Z.," care of Mr. Vickers, 2, Cowper's-court, Cornhill.

MR. JOHN CARTER, MINE AND SHARE DEALER,
CAMBORNE, CORNWALL (Son of the late Thos. Carter), transacts Business in every description of shares at close market prices of the day.
References exchanged when required.

MR. T. W. GREENFIELD,
CHURCH LANE, TAVISTOCK.
PUBLIC ACCOUNTANT, AUDITOR, STOCK AND SHARE BROKER.
Sales and Purchases effected in British and Foreign Stocks, Funds, Railway Debentures and Preference Stock, Bank, Gas, and Mining Shares.
FURZE HILL TIN MINE specially recommended.

MESSRS. W. BRUNTON AND CO.,
SAFETY FUSE MANUFACTURERS.
REDRUTH, CORNWALL; AND REYMO, NEW WREXHAM.

MR. J. S. MERRY,
ASSAYER AND ANALYTICAL CHEMIST,
SWANSEA.

FOR SALE, —A FIRST-CLASS LEAD SETT. A shallow one. There are two north and south lodes running through the sett. Only one has been wrought on, and over 4000 worth of lead has been sold. The engine-shaft is 15 fms. deep, where there is a course of ore, or leader, 7 in. wide. To treat for the same, apply to W. PAYNTER, Jun., Wadebridge.

RARE OPPORTUNITY FOR A FEW PRIVATE GENTLEMEN.
FOR SALE, BY PRIVATE CONTRACT, A CLAIM AND RIGHT to ONE-HALF of an EQUAL and UNDIVIDED SHARE of an IRON ORE MINE VEIN, situated in Her Majesty's FOREST OF DEAN, near the Severn and Wye Railway.

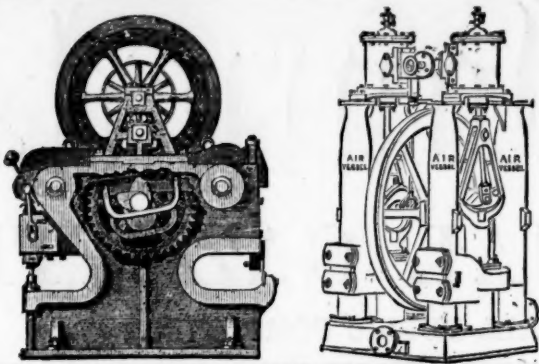
For particulars, apply to Mr. EDWIN LEWIS, No. 1 back No. 50, Tindale-street, Camden-street, Parade, Birmingham.

TO CONCESSIONAIRES, PROMOTERS, AND FINANCIERS.
SHARES IN NEW ENTERPRISES SUCCESSFULLY INFLUENCED AND PLACED.
Address, in perfect confidence, "Operator," care of John Baptist Wolpert, Advertising Agent, 24, Austinfriars, E.C.

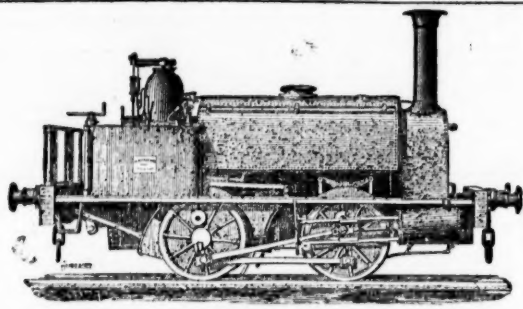
THE LONDON STOCK AND SHARE AGENCY,
165, STRAND, LONDON (Established Sixteen Years).
Advise the immediate purchase of shares in the SOUTH AURORA SILVER MINE, the CASTLE AN DINAS TIN MINE, and the CASTLE GATE TIN MINE, all of which are certain to command higher prices.

This Agency endeavours to obtain the best information on all investments.
The Castle Gate Tin Mine is opening out far better than the directors anticipated.

THE LONDON AND PROVINCIAL INVESTORS' SHARE EXCHANGE (POWELL, DIXON, AND CO.),
26, CHANGE ALLEY, LOMBARD STREET, LONDON, E.C.
BUY and SELL every description of Stocks and Shares at close market prices net. Exclusive and reliable information on all the market mines.



JOHN CAMERON,
MAKER OF
STEAM PUMPS, PORTABLE ENGINES, PLATE BENDING ROLLERS
BAR AND ANGLE IRON SHEARS, PUNCHING AND SHEARING
MACHINES, PATENTEE OF THE DOUBLE CAM LEVER
PUNCHING MACHINE, BAR SHEARS, AND RAIL
PUNCHING MACHINES,
EGERTON STREET IRON WORKS,
HULME, MANCHESTER.



TANK LOCOMOTIVES,
FOR SALE OR HIRE.
HENRY HUGHES AND CO,
LOUGHBOROUGH.

MACHINERY FOR MINES AND SLATE QUARRIES
SAWING, PLANING, DRESSING, AND ROCK-BORING MACHINES
FOR SLATE.
WATER BALANCES, WATER WHEELS, WINDING AND PUMPING MA-
CHINERY; and PLANT of every description for MINES or QUARRIES.
STEAM ENGINES—STATIONARY, MARINE, or LOCOMOTIVE
BOILERS AND GIRDER WORK.
SHAFTING, PULLEYS, AND GENERAL MILLWORK.
MACHINERY AND GENERAL CASTINGS.
SPUR AND BEVEL WHEELS of any diameter or pitch moulded by machin-
DE WINTON AND CO.,
UNION IRON WORKS, CARNARVON.

THOMAS TURTON AND SONS,
MANUFACTURERS OF
CAST STEEL FOR PUNCHES, TAPS, and DIES,
TURNING TOOLS, CHISELS, &c.
CAST STEEL PISTON RODS, CRANK PINS, COU-
NECTING RODS, STRAIGHT AND CRANK
AXLES, SHAFTS and
FORGINGS of EVERY DESCRIPTION
DOUBLE SHEAR STEEL, FILES MARKED
BLISTER STEEL, T. TURTON
SPRING STEEL, EDGER TOOLS MARKED
GERMAN STEEL, WM. GREAVES & SON
Locomotive Engine, Railway Carriage and Wagon
Springs and Buffers.
SHEAF WORKS AND SPRING WORKS, SHEFFIELD.
LONDON WAREHOUSE, 35, QUEEN STREET, CANNON STREET, CITY, E.C.
Where the largest stock of steel, files, tools, &c., may be selected from.

BARKER'S IMPROVED PATENT FUEL
(FROM COAL DUST).
PROTECTED BY ROYAL LETTERS PATENT.

This FUEL, made from dust coal, GIVES IN USE RESULTS SUPERIOR
TO THE BEST COAL. It is thoroughly waterproof, stacks without liability
to spontaneous combustion, loss, or deterioration on board ship, or in any cli-
mate, and in 30 per cent. less space than coal.
It burns with little smoke, forming itself into coke; it is very durable, the
combustion is perfect, and it will not fall or disintegrate in great heat before a
blast or strong draught, nor does it produce clinker.
It will bear rough usage and handling, without breakage.
As regards the manufacture, it is easily and cheaply made; the machinery
required is simple, effective, and comparatively inexpensive. No heavy pres-
sure is required, or exposure to heat, after moulding to dry or coke (as is usual),
and after mixing the blocks could, if desired, be made up by hand labour; but
for large production self-acting machinery is recommended, and when moulded
the fuel is at once ready for use or transit.
The PROPRIETORS of the PATENT are prepared to GRANT LICENSES,
and would, if desired, UNDERTAKE CONTRACTS to PROVIDE MACHINERY,
ERECT WORKS, and put the same into satisfactory operation, on any required
scale of manufacture.

Applications to be addressed to either of the undermentioned:—
MR. DAVID BARKER,
OLDBURY HOUSE, NORTH FLEET, KENT.
MR. THOS. D. CLARE,
13, ST. MARY'S ROW, BIRMINGHAM.
MESSRS. VAUGHAN AND SON, PATENT AGENTS,
54, CHANCERY LANE, LONDON, E.C.

**THE PATENT SELF-ACTING MINERAL DRESSING
MACHINE COMPANY (LIMITED).**

T. CURRIE GREGORY, MINING ENGINEER.
OFFICES,—62, ST. VINCENT STREET, GLASGOW

This company grants licenses, under their patents, for the use, singly or in
combination, of the most approved machinery for dressing ores, comprising
Stamps, Jiggers, Side-blow Percussion Tables, Classifiers, and Buddies.
The whole in combination are in successful operation at Rhoswydol Mines,
Machynlleth, and the Bog Waste, Shropshire.
The Jiggers are largely used at the Van, Caldbeck Fells Mines, and at many
mines, with unqualified success.
Self-acting Floors are in course of construction at various Mines in England
and Scotland, regarding which Mr. Gregory will be pleased to give information,
answer all enquiries, and give orders for inspection.
He is prepared to give designs and estimates for the supply of Machinery,
and for the laying out of Floors.

LICENSED MAKERS FOR GREAT BRITAIN.
Messrs. WILLIAMS, PERRIN Foundry Company, Cornwall, for Cornwall
west of Truro.
Messrs. WILLIAM WEST AND SONS, St. Blazey, for Cornwall east of
Truro, to Callington.
Messrs. NICHOLLS, MATTHEWS, AND CO., Tavistock, for Cornwall
east of Callington, and for Devon.
Mr. GEORGE GREEN, Engineer, Aberystwith, for the shires of Pembroke,
Carmarthen, Cardigan, Radnor, Merioneth, Carnarvon, part of Montgo-
mery, Flint, Denbigh, and Anglesea.
Messrs. EASTON AND TATTERSALL, Leeds, for part of Montgomery-
shire, Cheshire, Shropshire, Derbyshire, Staffordshire, Isle of Man, and
Yorkshire south of Ripon.
Messrs. PATTISON, DAVIDSON, AND SPENCER, Hexham, for North-
umberland, Cumberland, Westmoreland, Durham, and part of York-
shire north of Ripon.
Messrs. THOMAS LAMB AND SONS, Glasgow, for Scotland.
All are licensed to make for Foreign Parts.
T. CURRIE GREGORY, Secretary.

TITANIC STEEL AND IRON COMPANY LIMITED

SOLE MANUFACTURERS OF

MUSHET'S TITANIC BORER STEEL,

AND

Mushet's Titanic Cast Steel for Engineer's Tools, &c.

FOREST STEEL WORKS, COLEFORD,

GLOUCESTERSHIRE.

McNIEL, MULLER, AND CO.,
MANCHESTER,
SOLE AGENTS FOR { "S. B. HEMATITE,"
"S. B. YORKSHIRE," } PIG IRON;
"CLAY LANE,"
AGENTS FOR JACKSON, GILL, AND CO., IMPERIAL
IRONWORKS, NEAR MIDDLESBOROUGH;
DARLINGTON WAGON COMPANY, DARLINGTON.

SCOTCH, HEMATITE, STAFFORDSHIRE, DERBYSHIRE, FOREST OF
DEAN, COLD BLAST AND REFINED PIG IRON, PUDDLED BARS AND
BAR IRON, STEEL, SPelter, TIN, COPPER, LEAD, SHEETS, ORES, &c.

MECHANICAL VENTILATORS FOR MINES.
MESSRS. BLACK, HAWTHORN, AND CO.,
LOCOMOTIVE, MARINE, AND STATIONARY ENGINE WORKS,
GATESHEAD-ON-TYNE.

HAVE now a speciality for the construction of the "GIBBAL"
FAN, with their Engines designed expressly for them. Tenders sent
on application.

LOCOMOTIVE TANK ENGINES
FOR MAIN LINE TRAFFIC, SHORT LINES, COLLIERIES,
CONTRACTORS, IRONWORKS, MANUFACTORIES, &c., from a
superior specification, equal to their first-class Railway Engines, and specially
adapted to sharp curves and heavy gradients, may always be had at a short
notice from—

MESSRS. BLACK, HAWTHORN, AND CO.,
LOCOMOTIVE, MARINE, AND STATIONARY ENGINE WORKS,
GATESHEAD-ON-TYNE.

ORE-DRESSING MACHINERY.

SEPARATION TROMMELS.—Cylindrical, double cylindrical,
conical, double conical, and cascade trommels.

JIGGING MACHINES.—Continuous, for coarse and fine sand.
CLASSIFIERS.—For fine sand and slimes.

SHAKING TABLES.—End and side blow.

BUDDLES.—Concave, convex, and continuous.

PERFORATED PLATES.—For Trommels, Jigging Sieves, and
Stamps' Grates.

For particulars, apply to—
MESSRS. KEMMER AND CO.,
CLARENDON GROVE, DRUMMOND STREET, N.W., LONDON

CRUSHER ROLLS.
THE SANDYCROFT FOUNDRY AND ENGINE WORKS
COMPANY (LIMITED).
Are now MANUFACTURING CRUSHER ROLLS OF PECULIARLY HARD
AND TOUGH METAL, and are OPEN TO UNDERTAKE THE SUPPLY of ANY
QUANTITY, and to any PATTERN REQUIRED.
Prices and particulars of the above, and of every description of Mining En-
gines, Boilers, Forgings, Pitwork, Water Wheels, Crushing, Dressing, and Amal-
gamating Machinery, and Mining Tools of all kinds, &c., &c., may be obtained
on application at the works of the company,
SANDYCROFT, near CHESTER; or at their London Office,
MESSRS. JOHN TAYLOR AND SONS, 6, QUEEN STREET PLACE, E.C.

THE BURLEIGH ROCK DRILL.
THE BEST AND ONLY PRACTICAL DRILL
IT DOES NOT GET OUT OF ORDER.

PROGRESSES through Aberdeen granite at the incredible rate
10" per minute.

SAVES £5 a day as compared with hand labour, independent of the
enormous saving effected in the general expenses, such as PUMPING,
VENTILATION, INTEREST OF CAPITAL, &c., from the fact of the
"put out" being increased four-fold.

DRILL POINTS.—The saving in steel alone is considerable. One
drill will go through 20 feet of Aberdeen granite
without sharpening.

Orders received and executed solely by—
MESSRS. CHAS. BALL AND CO., of 26, NEWGATE STREET
E.C., LONDON,
ENGINEERS, CONTRACTORS, AND GENERAL MERCHANTS.

BENNETTS' SAFETY FUSE WORKS,
ROSEKEAR, CAMBORNE, CORNWALL.

**BLASTING FUSE FOR MINING AND ENGINEERING
PURPOSES,**

Suitable for wet or dry ground, and effective in Tropical or Polar Climates.
W. BENNETTS, having had many years' experience as chief engineer with
Messrs. Bickford, Smith, and Co., is now enabled to offer Fuse of every variety
of his own manufacture of best quality, and at moderate prices.
Price Lists and Sample Cards may be had on application at the above address

HEAT-ENDING PAINT.
THE TITANIC PAINT WILL ENDURE A DEGREE OF HEAT
THAT WILL ENTIRELY DESTROY ALL OTHER KNOWN PAINTS.
BARS OF IRON have been coated with all the various known Paints, and
placed in the flues of forges while in operation, and in other equally trying
situations. IN EVERY CASE THE TITANIC PAINT HAS BEEN UN-
INJURED, while ALL THE OTHER PAINTS WERE TOTALLY DESTROYED.
The TITANIC PAINT also affords a PERFECT PROTECTION TO IRON
FROM OXIDATION in any situation, and PRESERVES WOOD AND OTHER
MATERIAL FROM DECAY.
Contracts undertaken to paint roofs of railway stations and other important
works, guaranteeing results for a term.
Information, as to prices, terms, &c., with particulars of trials, and opinions
of its value from consumers, can be obtained on application to—
THE TITANIC PAINT AND COLOUR COMPANY,
13, ST. MARY'S ROW, BIRMINGHAM.

THE NEW PETRIFYING SILICATE PAINTS,
MANUFACTURED BY THE
SILICATE PAINT COMPANY,

Contains Silica in a peculiar form, extracted from a mineral of volcanic
origin, only as yet discovered in a single deposit, rendering the surface of iron
and wood indestructible and unchangeable, causing the paint to petrify; it has
no chemical action like lead paints when applied to metal; it sets quickly, and
dries as hard as marble; its covering properties are so much greater than or-
dinary paint that it is the most economical of all paints.
To SHIPPERS.—It will stand intense frost or tropical heats, and resist the
action of salt water.
It is particularly adapted for flattening purposes, and all kinds of out and in-
door iron and wood work, railway bridges and carriages, iron houses, ships
bottoms, mining plant, and all descriptions of wood and iron work.
SUPPLIED IN ALL COLOURS.

THE PETRIFYING LIQUID, OR SOLUTION OF SILICA,
FOR RENDERING
BUILDINGS OF STONE AND BRICK, PLASTER, AND CEMENT WORK
IMPERVIOUS TO DAMP.

SILICATE PAINT COMPANY,
24, FENWICK STREET, LIVERPOOL.

PISTONS, AND AIR-PUMP BUCKETS,
FITTED WITH
PATENT ELASTIC METALLIC PACKING,
Of which above FIVE THOUSAND EIGHT HUNDRED have been made by
MESSRS. MATHER AND PLATT,
SALFORD IRONWORKS, MANCHESTER

MARTIN'S PATENT PISTON.
CONTINUOUSLY STEAM-TIGHT; EFFECTING GREAT SAVING IN
FUEL; GIVING ADDITIONAL POWER; AND NO TROUBLE.
Address,—
MILLBROOK FOUNDRY, SWANSEA.

WALKER'S IMPROVED MACHINES
FOR RAISING AND CRUSHING ORES by the same power without stopping.
Also his UNIVERSAL STAMPING MACHINES for any power or any quan-
tity—tin and quartz mines in particular.
12, JAMES STREET, OLD STREET, CITY ROAD.

JOHN HORSLEY
IRON AND METAL AGENT,
ST. ANN'S SQUARE, MANCHESTER.

ERMANENT, CONTRACTORS, and COLLIERY RAILS, in STEEL or IRON
Wrought-Iron or Steel Weldless Locomotive Carriage and Wagon Tyres.
Iron and Steel Straight and Cranked Axles, Wheels and Axles, Railway Chair
Fish Plates, Bolts and Nuts, Spikes, Granes, Jacks, Rivets, Hurdles,
and Chais.

Black or Galvanised Telegraph Wires, Fencing Wire.
BLACK, OILED, and GALVANISED CORRUGATED SHEETS.
Rolled Iron Joists, Wrought-Iron Girders, Roofs, Bridges, Tanks, Boilers, &c.
Boat Girder, Tank Bridge and Boiler Plates.

Angle, Tee, and Girder Iron.—Nail Rods, Tin Plates, Hoops, Sheets, Lead, Cop-
per, Tin, Zinc, and Spelter.
Hot and Cold Blast Pig Iron, &c., &c.

WILLOUGHBY BROTHERS'
PATENT STEAM ORE STAMPER.
THE MOST SIMPLE and ECONOMICAL DIRECT-ACTING STEAM-ORE
STAMPER in existence.
Apply, for prices and particulars, to WILLOUGHBY BROTHERS, Foundry,
Redruth; or Central Foundry, Plymouth.

RAILWAY CARRIAGE COMPANY (LIMITED)
ESTABLISHED 1847.
OLDBURY WORKS, NEAR BIRMINGHAM.
MANUFACTURERS OF RAILWAY CARRIAGES AND WAGONS, and EVERY
DESCRIPTION OF IRONWORK.

Passenger carriages and wagons built, either for cash or for payment,
over a period of years.

RAILWAY WAGONS FOR HIRE.
CHIEF OFFICES,—OLDBURY WORKS, NEAR BIRMINGHAM.
LONDON OFFICES,—7, GREAT WINCHESTER STREET BUILDINGS.

STAFFORDSHIRE WHEEL AND AXLE COMPANY
(LIMITED).
MANUFACTURERS OF RAILWAY CARRIAGE, WAGON, and CONTRA-
CTOR'S WHEELS AND AXLES, and other IRONWORK used in the CON-
STRUCTION OF RAILWAY ROLLING STOCK.

OFFICES AND WORKS,
HEATH STREET SOUTH, SPRING HILL, BIRMINGHAM.

THE BIRMINGHAM WAGON COMPANY (LIMITED)
MANUFACTURE RAILWAY WAGONS OF EVERY DESCRIPTION, for
HIRE and SALE, by immediate or deferred payments. They have also wagon
for hire capable of carrying 6, 8, and 10 tons, part of which are constructed spe-
cially for shipping purposes. Wagons in working order maintained by sec-
ondary staff.
EDMUND FOWLER, Secy.

WAGON WORKS,—SMETHWICK, BIRMINGHAM.
*Loans received on Debenture; particulars on application.

JOHN AND EDWIN WRIGHT,
PATENTERS.
(ESTABLISHED 1770.)
MANUFACTURERS OF EVERY DESCRIPTION OF
IMPROVED

PATENT FLAT AND ROUND WIRE ROPES
From the very best quality of charcoal iron and steel wire.

PATENT FLAT AND ROUND HEMP ROPES.
SHIPS' RIGGING SIGNAL AND FENCING STRAND, LIGHTNING CON-
DUCTORS STEAM PLOUGH ROPES (made from W. ester and Horsfall's
patent steel wire), HEMP, FLAX, ENGINE 1/2 IN, COTTON WASTE,
TARPAULING, OIL SHEETS, and ATTICE CLOTHS, &c.

UNIVERSE WORKS, MILLWALL, POPLAR, LONDON.
UNIVERSE WORKS, GARRISON STREET, BIRMINGHAM.
CITY OFFICE, 5, LEADENHALL STREET, LONDON, E.C.

LABORATORY OF ANALYTICAL CHEMISTRY,
4, THE CEDARS, PUTNEY, LONDON, S.W.

ESTABLISHED 1859.
ANALYSES and REPORTS on METALLIC ORES, METALS, &c., daily at-
tended to by Dr. T. L. PHIPSON, F.R.S., Member of the Chemical Society
Paris, &c.

GUIDE TO INVESTMENTS.
Published monthly. Post free.

SPARGO'S "GUIDE TO INVESTMENTS"
affords information (ample and correct) of all the best-paying investments.
Capitalists and men of business should consult the "Guide" for valuable
and reliable intelligence.

THOMAS SPARGO,
Gresham House, Old Broad-street, E.C.
Established Twenty-five Years, Fifteen at the above address.

CHEAP MINING MAPS.

FOR SALE, together or separately, at TEN SHILLINGS EACH
being less than half the selling price, the FOLLOWING MAPS:—

1.—Of the District including Dolcoath, South Condor, East Grenville,
Wheal Grenville, Wheal Uny, and other mines attracting much attention in
the market.
2.—Of the Crown and Wheal Abraham District.
3.—Of the District including the Caradons, Marke Valley, Wheal Mary Ann,
and Herodsfoot.
4.—Of the District including East Wheal Lovell, Lovell Consols, North Lovell,
&c., and neighbouring mines.
5.—Of the District including Penhalls, Wheal Kitty (St. Agnes), Polbren,
Great West Chiverton, and other mines.
6.—The Miners Lead Mining District of North Wales.
ALL THE MAPS are by the well-known mine surveyor, R. SYMONS, of
TRURO, and none of them have been used.
Any one or more will be forwarded on receipt of Post-Office Order for the
amount, by addressing "Commerce," MINING JOURNAL OFFICE, 26, Fleet-street,
E.C.

Just published, post free for two stamps,
WONDERFUL MEDICAL DISCOVERY.
Showing the true causes of Nervous, Mental, and Physical Debility,
Lowness of Spirits, Indigestion, WANT OF ENERGY, PREMATURE
CLINE, with plain directions for PERFECT RESTORATION TO HEALTH
AND VIGOUR IN A FEW DAYS.

The most important fact that these alarming complaints may easily be removed
WITHOUT MEDICINE.

Is here clearly demonstrated, and the entirely new and highly successful treat-
ment, as adopted by the author, fully explained, by means of which
EVERYONE is ENABLED TO CURE HIMSELF
Perfectly, and at the least possible cost.

Sent free on receipt of two stamps by W. HILL, Esq., M.A., Berkeley House,
South-crescent, Russell-square, London, W.C.

ISSUE AT PAR OF 15,584 SHARES (BEING ALL THAT REMAIN UNALLOTTED) IN

The Exchequer Gold and Silver Mining

COMPANY (LIMITED).

CAPITAL £60,000, IN 60,000 SHARES OF £1 EACH.

£1 per share on application.

DIRECTORS.

The Right Honourable EARL POULETT—CHAIRMAN.
The Right Honourable LORD LOUTH.
Major-General CHARLES CAMPBELL.
HENRY SYME, Esq.

(The directors will propose at the next general meeting the election of two of the largest shareholders.)

BANKERS—THE METROPOLITAN BANK (Limited), 9, Cornhill, London, E.C.

SOLICITOR—GEORGE ANNESLEY, Esq., 64, Lincoln's Inn-fields.

MANAGER AT THE MINES—LEWIS CHALMERS, Esq.

SECRETARY—W. A. M. BROWNE, Esq.

OFFICES,—112, PALMERSTON BUILDINGS, OLD BROAD STREET, LONDON, E.C.

PROSPECTUS.

The position and prospects of this mine are as follows:—

The mine is in full work, and it is now no speculation, good pay ore having already been found throughout the workings, with more being opened up every day.

It is not—like many mines sent to England for sale—nearly worked out, but, on the contrary, is all in virgin ground, situated in the immediate neighbourhood of other well-known rich mines, in one of the best districts in California—viz., Silver Mountain, Alpine county—where water-power and wood abound, labour is plentiful, and the facilities for transport ample.

The property has been conveyed to the company; the title is perfect, equivalent to an English freehold; there are no royalties to pay; and the terms of purchase from the vendors were most favourable, and afforded the strongest possible evidence of their faith in the success of the undertaking, upon which, in fact, their whole remuneration depended.

The property is extensive, comprising 9700 linear feet upon the silver and gold bearing character of which has been already incontestably proved. Many Californian and Nevada mines, representing a much larger capital than this company, do not comprise more than 1000 to 1500 linear feet upon one lode alone.

A shaft has been sunk upon one of the lodes (the Buckeye, No. 2) to a depth of 220 ft. below the surface, and levels driven for 230 ft., nearly all the distance through good-paying ore ground, as proved by the following results, viz.:—

1.—4000 lbs. weight of unselected ore, taken from the shaft long before it attained its present depth, when crushed at the mill of a neighbouring company, yielded a silver brick worth over £20, this being at the rate of rather more than £20 per ton.

2.—Two solid blocks (not mere specimens) of ore, weighing 99 lbs., which were broken at a greater depth and sent over here, were reduced by Messrs. Johnson and Matthey, assayers to the Bank of England, and yielded at the rate of £25 10s. per ton for silver and £3 for gold—a total value of £103 10s. per ton.

3.—A series of assays, exceeding 200 in number, have been made, not only by Messrs. Johnson and Matthey and many other experienced assayers, but also by the manager himself (in whom implicit reliance is to be placed), of pieces of the ore taken from almost every part of the workings, from the very surface down to the extreme depth of 220 ft., and these have ranged from £3 8s. 7d. to £191 4s. (238s) per ton.

The company already possesses ample water-power and privileges, a complete mill, capable of crushing 35 tons, and Freyberg furnaces attached thereto, capable of treating 35 tons of ore per week, offices, assay works, dwelling-house, &c., which property originally cost £2400, irrespective of about £1000 laid out upon it by the company since taking possession; they have also 800 acres of timber land, valued at £4000, teams of oxen, &c.

The mine has, in short, just attained such a position that the additional capital now proposed to be expended thereon will at once ensure regular returns of £1000 per week. It is, in fact, only required for the purpose of erecting more powerful pumping and hoisting machinery; increasing the crushing-mill and smelting-furnace, so as to be able to treat 30 tons of ore per day; driving a tunnel through another part of the company's property at such a depth as will, when completed, almost entirely drain the mine from water (thereby doing away with the expense of pumping), and will open up, so that it can be worked with great economy, a further large extent of ore ground; and for other purposes, all connected with the development of the mine, and not for payment to vendors, nor preliminary or other expenses of that character.

The manager's estimate of the returns that may be reasonably expected is

200 per cent., but even this may be easily exceeded (and would be nothing unusual in that region of wealth) on the small capital of this company.

Assuming, in order to be on the safe side, a yield of only one-half of the return obtained from the 4000 lbs. of ore broken from the shaft above referred to, and less than one-seventh of that reduced by Messrs. Johnson and Matthey, the profit would be as follows, viz.:—

30 tons per day (which the machinery will easily reduce) would at £15 per ton, even assuming only 280 working days, yield per annum.....	£126,000
Deduct for cost of mining, milling, and reduction to bullion, including expenses of management in California—(say) £5 per ton.....	£42,000
Allow for expenses of management in London, percentage on net returns for directors' fees (they taking none except out of realised profits) and for contingencies—(say) about 7½ per cent.....	9,000—
	51,000

Equal to 125 per cent. per annum profit. £ 75,000

Considering that the 4000 lbs. of ore were broken at a comparatively shallow depth, and that Messrs. Johnson and Matthey's subsequent return from ore broken at a greater depth, and the numerous assays made at still later dates, prove that the average yield will be very much higher, it would appear quite reasonable and safe to base the estimate of returns upon the yield of the 4000 lbs., which, giving over £30 per ton, would (the expenses of crushing, &c., having been already deducted) add another 200 per cent. to the net profits—making £325 per cent. in all.

Maps and plans of the property, detailed reports from the manager, and any additional particulars that may be required, can be obtained at the offices of the company, 112, Palmerston-buildings.

The manager is Mr. Lewis Chalmers, formerly Justice of the Peace of the County of Aberdeen, and Acting Chief Magistrate of Fraserburgh, in Scotland. He obtained his present appointment in California by reason of testimonials of the most favourable character from Lord Saltoun, Sir James Dalrymple, M.P. for Portsmouth, William Leslie, Esq., late M.P. for Aberdeenshire, Sir Alexander Anderson, Lord Provost of Aberdeen, William Cosmo Gordon, Esq., of Fyvie, and other gentlemen of high social standing in the United Kingdom. In addition to the practical knowledge of Californian gold and silver mining which he has obtained during his residence of nearly four years in that country, he qualified himself, before leaving England, as a practical assayer under Messrs. Johnson, Matthey, and Co., assayers and melters to the Bank of England, from whom he holds a certificate of his competency in that capacity. He has, therefore, been able to make his own assays of the samples of ore, all of which he has himself taken from the mines and fully tested, so that he has not been in any way dependent upon third parties for the results which he has arrived at.

The directors, having the greatest confidence that large dividends will be paid to the shareholders, have agreed to accept no fees, but to make their remuneration dependent entirely upon the net profits actually made.

The following are the particulars of the only contract entered into by the company:—

1.—Dated 18th December, 1869, made between Dewitt C. Riddell, B. F. Pettis, O. F. Thornton, George Lowe, C. H. Mank, and N. C. Briggs, of the first part, and Earl Poulett and Henry Syme of the second part.

2.—Dated 5th September, 1871, made between the company of the one part, and Henry Clink of the other part.

EXCHEQUER GOLD AND SILVER MINING COMPANY (LIMITED).—

Notice is hereby given, that the SHARE LIST will be FINALLY CLOSED on WEDNESDAY next, the 4th of October, but priority of allotment will be given to the applicants in the order in which their applications are received.

WATSON BROTHERS' MINING CIRCULAR

MESSRS. WATSON BROTHERS return their most sincere thanks for the great patronage bestowed and confidence reposed in their firm for nearly 30 years, and to assure their friends and clients it will be their earnest endeavour to merit a continuance of both.

In the year 1845, when Cornish mining was almost unknown to the general public, attention was first called to its advantages, when properly conducted, in the "Compendium of British Mining," commenced in 1837, and published in 1843, by Mr. J. F. WATSON, F.R.S., author of "Gleanings among Mines and Miners," "Records of Ancient Mining," "Cornish Notes" (first series, 1863), "Cornish Notes" (second series, 1868), "The Progress of Mining," with statistics of the Mining Interest, annually for 21 years, &c., &c. In the Compendium, published in 1843, Mr. WATSON was the first to recommend the system of a "division of small risks in several mines, ensuring success in the aggregate," and Messrs. WATSON BROTHERS have always a selected list on hand. Perhaps no former period in the annals of mining has there been more peculiar need of honest and experienced advice in regard to mines and share dealing than there is at present, and from the lengthened experience of Messrs. WATSON BROTHERS, they are enabled to offer, thus publicly, their best services to all connected with mines or the market, as they have for so many years done privately, through the medium of their own Circular.

Messrs. WATSON BROTHERS are daily asked their opinion of particular mines, as well as to recommend mines to invest or speculate in, and they give their advice and recommend mines to the best of their judgment and ability, founded on the best practical advice they can obtain from the mining districts, but they will not be held responsible, nor subject to blame, if results do not always equal the expectations they may have held out in a property so fluctuating as mining.

WATSON BROTHERS,

MINING AGENTS, STOCK AND SHAREDEALERS, &C.,
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

SATURDAY.—Market rather dull to-day. Carn Brea, South Condor, South Carn Brea, Tankerville, New Lovell, East Seton, and West Frances chiefly dealt in. Carn Brea, 14½ to 14¾; South Condor, 9½ to 10½; South Carn Brea, 40s. to 51s.; Tankerville, 16½ to 16¾; New Lovell, 2½ to 2¾; East Seton, 28s. to 30s.; West Frances, 7½ to 7¾; East Van, 11½ to 12; Great Voe, 10½ to 10¾; South Frances, 55 to 57½; Grenville, 6½ to 7; Chontales, 2 to 2½; Utah, 17 to 17½.

MONDAY.—Active demand for Dolcoath, Carn Brea, West Frances, Buller, New Lovell, East Seton, North Roskear, Tankerville, and Hington Down. Dolcoath, 16½ to 16¾; Carn Brea, 14½ to 15; West Frances, 70 to 75; Buller, 34 to 36; New Lovell, 2½ to 2¾; East Seton, 27s. 6d. to 30s.; North Roskear, 17 to 18; Tankerville, 16 to 16½; Hington Down, 3 to 3½; East Lovell, 13 to 14; Great Voe, 10½ to 10¾; Gwydyr Park, 17s. 6d. to 22s. 6d.; North Croft, 1½ to 1¾; Roman Gravel, 18½ to 19½; West Chiverton, 17½ to 18½; Perkins Beach, 1½ to 1¾; Plymouth, 1½ to 2½; Pennerley, 3½ to 4; Grenville, 6½ to 7½; Eberhard, 35 to 37; Eclips, 19s. to 21s.; Pacific, 5 to 5½.

TUESDAY.—The rise in tin 8d. per ton has caused an active demand for most descriptions of good tin mines. Dolcoath, 190 to 200; Grenville, 7 to 7½; Carn Brea, 14½ to 14¾; Buller, 34 to 36; Tincroft, 50 to 52½; New Lovell, 2½ to 3; Kitty (St. Agnes), 10 to 10½; South Condor, 10 to 10½; Tankerville, 16 to 16½; Chontales, 2 to 2½; Eberhard, 36 to 37; Utah, 16 to 16½; East Basset, 35 to 40; Cook's Kitchen, 30 to 31; South Frances, 55 to 58; West Tankerville, 16½; East Van shares declined to 10, 10½; West Chiverton, 16 to 17.

WEDNESDAY.—Active demand for Carn Brea, West Frances, South Frances, Grenville, Tincroft, New Lovell, North Roskear, Chontales, Kitty (St. Agnes), and South Condor shares. Carn Brea, 14½ to 15; West Frances, 70 to 75; South Frances, 55 to 58; Grenville, 7½ to 7¾; Tincroft, 51 to 53; New Lovell, 2½ to 2¾; North Roskear, 18 to 20; Chontales, 2 to 2½; Kitty (St. Agnes), 10 to 10½; South Condor, 10 to 10½; Bog, 2½ to 2¾; East Seton, 28s. to 30s.; Great Voe, 10½ to 10¾; New Rosewarne, 55 to 58; Plymouth, 1½ to 2½; Roman Gravel, 18½ to 19½; West Basset, 43½ to 45; Eberhard, 36 to 37; Pacific, 4½ to 4¾; Utah, 16 to 17.

THURSDAY.—Market quiet. Dealers busy with the settlement. Carn Brea, 14½ to 15; Dolcoath, 190 to 200; East Van, 10½ to 11; Great Voe, 10½ to 10¾; Gwydyr Park, 17s. 6d. to 22s. 6d.; North Roskear, 18 to 20; South Condor, 10 to 10½; South Frances, 55 to 58; Chontales, 2 to 2½; Eberhard, 35 to 37; West Chiverton, 16 to 17; West Frances, 70 to 75; Buller, 34 to 36; Grenville, 7½ to 7¾; Utah, 16 to 16½; Pacific, 4½ to 4¾.

FRIDAY.—Market very active for shares in all tin mines at advanced prices. West Tankerville advanced to 7½ buyers. Dolcoath, 190 to 200; Grenville, 7½ to 8½; East Lovell, 15 to 16; West Frances, 80 to 85; Great Voe, 9½ to 10; South Condor, 10½ to 10¾; Gwydyr Park, 17s. 6d. to 22s. 6d.; New Lovell, 2½ to 2¾; Great North Laxey, 15s. to 20s.; South Frances, 55 to 58; Tincroft, 51 to 53; West Basset, 4½ to 5½; Buller, 34 to 36; Uny, 9½ to 9¾; Chontales, 2 to 2½; Eberhard, 29 to 30; Utah, 16 to 17.

GOLDEN UNITED.—We last week (p. 808) referred to the formation of a cost-book company for working this mine. The applications for shares are fast coming in, Sir F. M. Williams, Bart., M.P., and other influential miners, being amongst those who have taken an interest in the undertaking.

Registration of New Companies.

The following joint-stock companies have been registered:—

GREAT MOUNTAIN SILVER-LEAD MINING COMPANY (Limited).—This is a Welsh mining company, formed to acquire and work a silver-lead mine at Llandudrog, in Carnarvonshire. Its nominal capital is 10,000l., in as many shares of 1l. each. The promoters of this new enterprise are—Messrs. E. A. Blackett, Wyham, Northumberland, 100 shares; W. H. Bond, Limes-terrace, Lewisham, S.E., 100; John Dixon, St. James's-villa, Surbiton, 100; W. Dixon, 22, Spital-square, 10; John Strapp, Claremont-road, Surbiton, 100; E. Jones, Handsworth, Birmingham, 10; J. H. Tilley, 1, Circus-place, Finsbury, E.C., 5.

BELLEGADE PHOSPHATE COMPANY (Limited).—This company is established for the purpose of mining for phosphate of lime, and for the making of sulphuric acid from sulphuric pyrites at chemical works situated at Belle-garde, in France. The capital of this company is 100,000l., in 100,000 shares of 10l. each. The subscribers are—Messrs. T. F. Ball, Burwell, Cambridgeshire, 400 shares; Salisbury Ball, Burwell, 200; Richard Ball, Burwell, 200; Walter Armstrong, 6½, Aldermanbury, 200; Austin W. Caswell, Bromley, Kent, 10; W. O. Callender, 2, The Grange, Shepherd's Bush, 50; James Cull, 15, Regent-street, 10. The directors are—W. Armstrong, T. W. Ball, S. Ball, F. Ellerhausen, G. Lomer, and D. P. McKewen.

ELY RHONDDA COLLIERIES COMPANY (Limited).—This is another Welsh company for working for coal. Its capital is 10,000l., in 250 shares. The promoters are—James Lee, 147, Bute-street, Cardiff; Valentine Traves, Carnarvon-villa, Penarth, Glamorganshire; Charles H. Page, Dulwich House, Llandaff; Fodell Thomas, Fengan House, Roath, near Cardiff; George Sully, 2, King's Castle, Cardiff; John Fry, Gloucester-villa, Wordsworth-street, Roath, Cardiff; John Davies, 3, Halswell-terrace, Cardiff.

ALLIANCE CO-OPERATIVE ASSOCIATION (Limited).—This is another addition to the already long list of supply associations formed to furnish their respective members with goods of all descriptions at the lowest prices. Capital 20,000l., in 1l. shares. The subscribers are—R. M. Carter, 10 shares; R. Croker, Jun., Naval and Military Club, Dover-street, 10 shares; C. R. Brown, Oakleigh Park, Whetstone, 100 shares; Charles Beardsall, 2, Grosvenor-buildings, E.C., 50 shares; E. Erskine Scott, Barge-yard, Bucklebury, 50 shares.

NEW SOMBRERO PHOSPHATE COMPANY (Limited).—A new undertaking for working mines for phosphate of lime in the Island of Sombroero, in the West Indies. Capital 130,000l., in 10l. shares. The promoters are—J. M. Evans, Lansdowne-terrace, Leamington, 50 shares; F. A. Pincop, 85, Jernyn-street, 50 shares; A. H. Harris, 2, Bedford-place, Russell-square, 5 shares; Carl Eberhard, Pembroke Lodge, Kensington, 10 shares; Henry Elmont, 70, Buckingham Palace-road, 10 shares; William Koch, Sydenham, 10 shares; Henry Kines, Yough House, Clapton, 10 shares.

CRUMLIN VIADUCT WORKS COMPANY (Limited).—Capital 50,000l., in 50,000 shares of 100l. each. This company is formed to acquire and carry on the ironworks and engineering business of Messrs. Kennard Brothers, in Monmouthshire. The subscribers are—Messrs. L. Heyworth, Jun., Wain Vawr, near Newport, Monmouthshire; Thomas Phillips, Abercree, Monmouthshire; Henry N. Maynard, Crumlin, Monmouthshire; W. H. Bastard, Pontypool, Monmouthshire; C. Dauncey, Pontypool, Monmouthshire; H. C. Trapnell, 15, Brighton Park, Clifton; and Edwin Maynard, Educational Trading Company (Limited), Fleet-street, London, who take up one share each. The first three gentlemen are the company's directors.

BEBRO'S PATENT PRINTING AND TICKET REGISTERING COMPANY (Limited).—Capital 75,000l., in 15,000 shares of 5l. each. This company is established to purchase and work the patents of Messrs. Bebro, Hopwood, and Egan, for numbering and printing tickets, &c. The promoters are—John Knowles, Trafford Bank House, Manchester, 5 shares; E. S. Marriott, 72, Moseley-street, Manchester, 5 shares; Wm. Maitland, Royal Exchange-buildings, 5 shares; J. Weston, 1, Basinghall-street, 1 share; M. C. Despard, 122, Bishopsgate-street, 1 share; W. M. A. Gilliam, Manchester, 5 shares; Wm. Whelidon, Bridge-road, Lambeth, 1 share.

MIDDLETON COTTON SPINNING AND MANUFACTURING COMPANY (Limited).—Capital 100,000l., in 10,000 shares of 10l. each. The objects for which this company is registered are the acquisition and working of the Old Hall Mills at Middleton, in Lancashire. The subscribers are—Joseph Allen, Anderton, Manchester, 10 shares; Thos. Dixon, 35, Corporation-street, Manchester, 5 shares; J. Dronsfield, Oldham, 3 shares; C. J. Browne, King-street, Manchester, 2 shares; John McKay, Mosley-street, Manchester, 5 shares; J. Whitaker, Salford, 10 shares; F. Day, Manchester, 2 shares; G. Lowtham, 66, Windermere-street, Manchester, 2 shares.

GLAMORGANSHIRE MINING COMPANY (Limited).—Capital 12,000l., in 12,000 shares of 1l. each. This is a company formed to purchase and work the Rudry Lead Mines, a mineral property formerly belonging to a cost-book company. The directors are—Messrs. J. W. Williamson, 24, Warwick-road, Paddington; Charles Morris, 41, Bryanstone-street, Portman-square; and Charles Thomas, Great St. Helen's, E.C.

LONDON GENERAL OMNIBUS COMPANY.—The traffic receipts for the week ending September 24 were 10,080l. 0s. 6d.

Meetings of Mining Companies.

GREAT WHEEL VOR UNITED MINING COMPANY.

The quarterly general meeting of shareholders was held at the offices, Gresham House, on Thursday.—Mr. J. DIVETT in the chair.

Mr. THURAN read the notice convening the meeting, and the minutes of the last were confirmed.

The report of the committee was read, as follows:—

The committee has the pleasure to state that since the last quarterly meeting the development of the mine has, on the whole, proceeded satisfactorily, and that during the last three months no accident or hindrance has occurred. The general work of the mine has been vigorously prosecuted, and the results are such as to make your committee feel confident that the mine will, at no distant date, be again in a good position. The committee regrets that no good tin ground has been discovered in the bottom of Ivey's shaft, or in the deep levels of that part of the mine. Nevertheless, the lode as seen at the different points is well defined. The changes that have occurred from time to time in the value of the lode in this part of the mine lead the committee to hope that we may before long have again a change for the better. The sinking and driving in this part of the mine will not be relaxed. The result of the work at Edwards's has quite come up to the hopes entertained of it three months since. It is true that a little time was unavoidably lost in cutting the lode at the bottom of Edwards's shaft in consequence of a great turn in the lode, which necessitated the driving out north from the bottom of the shaft. Since the lode was cut the 174 fm. level end has been driven east, and has been communicated with the 174 west from sump-winze. The ground between the cross-cut north of shaft and the sump-winze has been continuously productive, and the opening of this communication has much facilitated the working of this part of the mine. The 174, east of sump winze, has been driven for the whole distance on a very rich lode, worth in places fully 300l. per fathom; this rich ground was cut a few days since by another limb of the slide, and the lode being heaved was for a time lost; on being recovered it was again proved fairly productive, and the 174 fm. level end, west of Ivey's, now only about 3 fathoms off, being also on a tinny lode; it is to be hoped that the ground will continue good until the junction is effected. The fact that the slide has split up into several limbs, and has carried tin on each, and under the last, is very encouraging. The last limb cut in the 174, east of sump-winze, is of a much steeper underlie than the former one, leading to the belief that the tin ground first cut into in the sump-winze will deepen as we go further west. A winze has been commenced under the sump-winze to prove the lode in depth at that point. The financial condition of the company has been materially changed for the better during the past quarter. The committee, indeed, felt hopeful at the time of the last meeting that the balance against the mine would be wiped off by the end of the year; but deemed it prudent to refrain from expressing those thoughts to the shareholders. They are now happy in being able to state that the mine may now be considered practically out of debt. This result, it is true, has been achieved by drawing rather sharply upon the tin ground; nevertheless, it is estimated that we have more tin in reserve at this time than at the period of the last quarterly meeting.

The report of the agents was read, as follows:—

Sept. 27.—We beg to hand you the following report of these mines for the quarterly general meeting:—The 226 is driven west of Ivey's engine shaft, 2 fms. on the course of the lode, which is 1 ft. wide, but is at present unproductive. In the 216, driving west, the lode is 18 in. wide, producing occasional stones of tin. A winze sinking below this level, 9 fms. west of the shaft, is down 6 ft. on a lode 2 ft. wide, producing stamping work. In the 204, driving west, the lode is 1 ft. wide, composed of capel and muddle, occasionally yielding a little tin, but not of much value. The winze sinking below this level is as deep as the 216, and is on a small, poor lode; this winze is 5 fms. west of the present 216 fm. level end. In the 174 fm. level end, west of Ivey's, the lode has very much improved the last 6 ft. driving, now 2 ft. wide, producing rich stones of tin, and worth 150 l. per fathom; this end is now within about 2 fms. of the end, driving east of Edwards's. Edwards's engine-shaft is sunk near 3 fms. below the 174, with drawing-lift and skip road fixed complete to the 174; here the lode is about 10 ft. north of the shaft, but from its underlie we expect to have it in the shaft at about the 184; the ground is of a brachy nature, and looks very congenial for the production of tin. In the 174, driving east of Edwards's, we have a large, well-defined lode under the slide, and worth 40l. per fathom; we expect to communicate this end with the end driving west of Ivey's in about a fortnight, when a good length of tin ground will be available for stamping. The winze sinking below this level, 9 fms. east of the shaft, is down 4 ft., and on a lode 2 ft. wide, worth 100 l. per fathom; we look forward to this winze, as a very important point, as we have a good course of tin gone down in the bottom of this level east for full 12 fms. long on the back of the slide, which is underlying west about 3 ft. in a fathom. In the 174, driving west of Edwards's, we have a lode and branches from 2 to 3 ft. wide, worth 25l. per fathom. A stop 5 fms. below the 162, west of Edwards's shaft, is on a lode 3 ft. wide, worth 20l. per fm.; this stop is on the top of the run of the tin ground, which appears to be dipping west. In the cross-cut north, west of the great cross-course, we have very congenial ground and strong water, but we have not yet increased the lode. Our tribute department continues about the same as for some time past. We have about 100 tributaries, working at tributaries varying from 2s. 6d. to 16s. 11d. The machinery throughout the mine is in good working order, and all the points of development progressing very satisfactorily.—S. HARRIS, J. JAMES, JAMES HARRIS.

The supplemental account, made up to the present time, was as follows:—

The audited east account to July 31 showed a balance in hand of.. £ 514 16 6
Since which date there has been received—
Tin sale in August..... 2528 3 0
Tin sale in September..... 2688 16 10
Tribute and royalty on tin sold from workings..... 108 17 5
For old iron, &c., sold at the mines..... 129 14 7Total..... £550 8 4
And paid—Labour pay for July..... £1135 8 3
Merchants' bills for May..... 678 6 7
June..... 571 11 9
Lords' dues, three months ending June..... 275 0 10
Discount on drafts, postage, &c..... 8 17 8= 2569 2 1

Balance (cash and bills)..... £3011 6 3

The actual account stands this day as follows:—

Balance in hand, as above..... £3011 6 3
From which deduct—Labour pay for August..... £1208 16 9
Merchants' bills for July..... 528 2 4
August..... 619 9 8
Sundry salaries, &c..... 136 10 0
Balance of pitwork..... 179 10 0= 2667 8 9

Balance in favour of the mine..... £ 343 17 6

The CHAIRMAN said he had again to express his very deep and sincere regret that he now occupied the chair in place of their very much respected and valued Chairman, Mr. Noakes, whose health was still in a very precarious state, varying very much from day to day, some days very ready and able to attend to the work of the mine. On Tuesday he was occupied on the report, whereas yesterday he was very poorly, but better again to-day, he (the Chairman) was happy to say, although unable to attend the present meeting. He (the Chairman) thought he might congratulate the shareholders upon the result of the working of the mine for the last three months. The reports, he believed, had been tolerably carefully drawn up, and were almost exhaustive as to what had been done during that period. He was at the mine last week, where, with Mr. Husband, he went carefully into such points as were necessary to be brought before the meeting. They were very much pleased with the general appearance and prospects of the mine, and also very satisfied with the energy displayed by the agents during the last quarter. The result of the three months' operations could not fail to be otherwise than highly satisfactory. As to the future, it was unnecessary to say that mining at the best was to a certain extent a lottery; but they gathered from analogy the probabilities of what they had before them, and for that reason they assumed that they had very good cause to expect that the ground westward and below at Edwards's would turn out a very considerable amount of tin; there was every reason to hope that such would be the case. The "slide," which in running down through the other part of the mine had carried a very large amount of mineral, had, after having for some distance been unproductive, become exceedingly productive—perhaps for some fathoms—east of the sump winze, as productive, or more so, than any lode they had ever had in the mine. Of course, the length was not great, but it was very good whilst it lasted. The report mentioned that the slide was split into several "limbs"; the lode had been good in the winze and under the "slide," and also where cut at Edwards's shaft. Three of the "limbs" had been passed through; the fourth had not been reached, at an angle of 45°. Assuming that these different "limbs" came together, and the ground westward deepened, they would have a large deposit of ore. It was the belief of the agents that they would have a good improvement in depth. There was tin also discovered following the direction of the "slide." The point at the 174 fm. level, west of Ivey's, would be communicated in about a fortnight, when there would be great facility for working this part of the mine. A winze below this level had been commenced, and the lode was now worth 120l. per fathom, which was a very favourable feature. They were led to hope from what could now be seen of the mine that at the end of another quarter they might continue to give fair profits. It was rather early to talk about resuming dividends, still they hoped the time may not be far distant. He regretted to say that at the bottom of Ivey's shaft there was nothing really to value, but there was a vast deal of untired ground running westward, and there was no reason why they might not have more good ore ground. He should

be exceedingly glad to afford any further information that shareholders might desire.

Mr. RANSFORD asked the amount of the present liabilities? The CHAIRMAN said the mine was now clear of liabilities, and, after paying all liabilities up to the end of August, there was \$300,000 in hand. The actual working of the three months had resulted in a profit of \$100,000. At the end of May there was a liability of \$300,000, and at the present time there was a credit balance of \$400,000, after paying off all liabilities, except the dues for two months, which might amount to (say) \$20,000.

Mr. MARSDEN thought the shareholders should congratulate themselves upon the fact that the mine now looked better than for some time past, and there was also the probability that it would be a better price.

The CHAIRMAN said they had realised 27 per cent more for the last sale than the preceding one.

The accounts were passed and allowed, and (with the reports) were ordered to be entered on the minutes.

Mr. MARSDEN, in proposing the re-election of the committee of management, said he need hardly say that it was almost a matter of form. The mine was extremely well managed by these gentlemen, and for that reason they should be re-elected, the only regret being that Mr. Noakes was not sufficiently well to give more attention to the mine, for he had been, as it were, its life throughout, and it was the sincere hope of every shareholder that he would rally, and give them the benefit of his services for many years to come. (Hear, hear.)

The resolution being duly seconded, was put and carried unanimously.

Mr. Noakes was re-elected Chairman and managing director.

Mr. Moates was re-appointed auditor.

A vote of thanks to the Chairman terminated the proceedings.

THE SIERRA BUTTES GOLD MINING COMPANY.

The third ordinary general meeting of shareholders was held at the Cannon-street Hotel, on Thursday, Mr. L. R. PRICE in the chair.

The report of the directors stated that the accounts, made up to June 30, showed a credit balance of \$269,168.10, to which must be added \$760, for the estimated profit to Sept. 30, forming a total of \$1,029,168.10. A second dividend of 2s. per share was paid on June 30, and it is now proposed to declare another dividend of a like rate per share, payable on the Oct. 10. Shortly after the last general meeting two of the directors proceeded to San Francisco, where they had an opportunity of enquiring into the working of the agency in that city, and at the end of May they accompanied Mr. Janin on his visit of inspection to the mine. Mr. Oliver, from Messrs. Cross and Co., being also present. While at the mine the directors inspected the various works and operations, and having the benefit of Mr. Janin's advice, and with authority from their colleagues in London, adopted such suggestions of the agents and superintendent as seemed calculated to the general improvement of the property. It was very encouraging to find that Mr. Janin's favourable opinion of the mine was fully participated in by Mr. Hanks, while the great interest and energy shown, both by the agents in San Francisco and by Mr. Hanks and his staff at the mine, in the successful result of the enterprise was most satisfactory. The first point demanding attention was the supply of water. The agents' report furnished particulars of what had been done in this respect, and it is, therefore, unnecessary to repeat it here. A proper apparatus for the prevention of fire was ordered, the cost of which was about \$200; it is now in working order, and is reported to act well. Although there is but little risk from fire in mills moved by water, yet as the loss would be as great or greater from the stoppage of a mill while rebuilding than from the loss of the structure itself, it was considered preferable to establish means of prevention, by an efficient system of hose and standpipes, rather than pay the heavy rate demanded for fire insurance. The increased scale of operations necessitated the erection of further boarding and sleeping accommodation for the men. The treatment of the tailings was a most important point, and the directors have been very anxious to see that as much money might be wasted in experiments in a country where machinery and labour are so costly. It was determined to make a trial with two pans and one settler, which, with a turbine wheel to work them, are now in process of erection. The cost of this addition, as it is fully expected the pans will be found to answer, will probably be recouped in a few months by the yield of gold. The search for the Rose ledge, recommended by Mr. Bonner, and pressed on the directors at the last ordinary general meeting, has been made by a cross-cut from the 4th level. After penetrating 40 feet the ground has become very hard and expensive to work, without any indication of promise of a favourable result; the work has, therefore, been suspended. Mr. Janin's opinion is adverse to further search. The directors have in contemplation the construction of a new mill of 28 stamps, the funds for which were to have been provided out of the current revenue; the various items of extraordinary expenditure have been too heavy to permit of the cost of the new mill being paid in this way without reducing the dividends, which the directors do not deem advisable. The proper time for building is the spring, and as the mill cannot be commenced next spring without additional capital, on account of the absorption of the spare funds for other purposes, the directors have under consideration a suggestion, made by some of the principal shareholders, to raise \$1,200,000 further capital by the issue of new shares, the shareholders of 625 deferred shares at par, which would enable them to build the mill in the ensuing spring. It is thought that this plan would be fair, both as regards the active and deferred shares, as it is obvious that so large an expenditure out of revenue would be an injustice to the holders of the deferred shares, by relegating to a too distant period their participation in the profits of the mine. This proposal, should it be entertained, must form the subject of a special general meeting. The produce of the mine has gone on improving, and, at the same time, the mine has been kept well opened up in advance of the requirements of the market. The works have been improved, the accounts and returns more systematised, and the directors hope the shareholders will deem satisfactory the steady development and the future prospects of their property.

The CHAIRMAN, in moving the reception and adoption of the report and accounts, remarked that the accounts which they would now have the pleasure to present had shown such a steady increase in the produce that they must be satisfactory to all, especially as the Coulter mill had only been running during two months of the time. The average produce had been about 27 per ton, and the average cost 16s. He should mention that a new mill always absorbs some of the gold; so that, taking all things into consideration, the accounts were very favourable, and showed steady progress. The dead work done during the six months had been about \$300,000; but it has placed the mine in a much better position. Subsequently to the last meeting he had visited the mine in company with Mr. Coulter, which would be of much advantage in connection with future management, as much must necessarily be left to the agents in California. In San Francisco they found not only what they knew before, that their agents bore a very high character, but that Mr. Oliver, who represented the firm in connection with the company's business, is a practical metallurgist of some experience in Cornwall, and that he had taken a certificate at Edinburgh. He dared say many of the shareholders did not know where the mine was situated; he would, therefore, briefly sketch the route from San Francisco. They went by boat to Vallojo, on the Bay, thence by rail to Colfax, and next by stages or similar conveyance to Downsville, leaving 13 miles to reach the mine. Downsville was really the nearest station to the mine, and from there the stage to the small town called Sierra City at the foot of the mine, but it was merely a few hours' ride. The mine was in quite an isolated position, and it was, consequently, necessary to provide for boarding and lodging the men, but this was really no disadvantage, as the men did not stray away, as was frequently the case in less remote districts. Upon their visit to the mine Mr. Janin was much pleased with the progress made since his previous visit, two years before, and stated that all Mr. Hanks did had been carried out in such a satisfactory manner that he could suggest no improvement in the carrying out of the underground operations. Mr. Hanks was thoroughly delighted with the progress, and from his long acquaintance with it was equal to it if not better than any other man they could get. They were equally satisfied with the other members of the staff. They arrived at the mines just in time to witness a clean-up of the mill. In consequence of their visit Mr. Oliver was enabled to make two arrangements of great advantage to the company. It had been customary to deliver their bullion to Adams's express at Downsville, but it was now arranged that they receive it at the mine. The express company were answerable for the bullion from the time it passed into their hands, and the other arrangements were the telegraph had been continued up to the mine. They had no little snow last year that the water had been less abundant than usual. It was, therefore, suggested to raise the dams on the lakes already dammed, and to dam new lakes. After careful consideration they authorised the expenditure, and they hoped it would give them a good supply of water as soon as the autumn rains set in, which they had not yet seen. As to the tailings, they had been loosely worked, and it was thought that they had not derived the full profit realisable from them. They had considered the best appliances for dealing with them, and had determined to have two more stamps run by the old water. The best result of an experimental trial had yielded \$1500, but as it was worked on already concentrated tailings an accurate opinion could not be formed until they had further reports. The whole cost of the machinery was but \$4000, and the last letters they had received stated that Mr. Oliver had proceeded to the mine to make an experiment on a larger scale. They hoped the result of the improved mode of treating the tailings would be that the directors would be able to declare an extra dividend of 5 per cent. per annum. Their present yield was equal to 5 per cent. (2s. per share) every three months, and they hoped from the tailings to get another 5 per cent. Their dividend paying power must be limited by their carrying power, and they had intended to erect additional crushing machinery out of the revenue. But they could not continue the 5 per cent. dividend three-monthly, make the outlay for the working of the tailings, and also to erect the additional crushing machinery simultaneously, and it was, therefore, suggested that a further mill of 20 stamp-heads should be erected in the spring by issuing \$1,500,000 more deferred shares at par. This, however, need not be discussed at present, for nothing could be done at this meeting, as a special resolution would be necessary. The directors had not adopted this suggestion finally, but were considering it. They had a powerful apparatus with a powerful engine, and a pump, erected in connection with their flume, to guard against fire, for the loss to the company would be considerable from the stoppage of a mill; they, therefore, deemed it preferable to adopt means of prevention rather than to pay heavy insurance premiums, and to recover after the accident. Search had been made for the Rose ledge; they had driven 43 ft. from the 4th level, and Mr. Janin was now of opinion that it should be abandoned, and this had accordingly been done. Looking at the immense deposits, almost inexhaustible, which they possessed, the improvement in the mine, and the labour and expenditure-saving machinery introduced by Mr. Hanks and Mr. Oliver, they were justified in concluding that the whole enterprise bears an air of prosperity equalled by few others. Other mines had given larger returns, but they had chiefly proved to be ephemeral, whilst theirs would continue for many years. In their last report from the mine it was stated that in the 6th level the pay seam, on the footwall, grew wider as they goaled. In the Cliff, however, there is no pay yet, but the ledge has an encouraging appearance. The accounts showed that there was an available balance to June of \$29, after paying the dividend of June 30, and they had at present in hand sufficient to pay the dividend now proposed. Of the estimated profit of \$729, to Sept. 30 only a portion had been actually received, and the balance would come forward for the next dividend. He concluded by formally moving the reception and adoption of the report and accounts, and the declaration of the dividend of 2s. per share. Mr. NEALL seconded the resolution.

A SHAREHOLDER enquired at what cost the \$1500 from the tailings were obtained? The CHAIRMAN stated that it was an experimental trial, and they had only learnt the fact, but had no details.

After a few remarks from Messrs. Wright, Petherick, Surgen, &c., the motion was adopted nem. con., and a special resolution for expunging clause 153 from the Articles of Association, which declared all dividends forfeited that were not claimed within three years, having been sanctioned, the proceedings terminated with a vote of thanks to the Chairman and directors.

CHONTALES CONSOLIDATED MINING COMPANY.

The first ordinary general meeting of shareholders was held at the London Tavern, yesterday.

The Right Hon. the Earl NELSON in the chair.

Mr. J. J. TRUBAN (the secretary) read the notice convening the meeting.

The report of the directors stated that they offered their congratulations to the shareholders upon the accomplishment of the re-construction under auspices so favourable to future success. It was also a satisfaction to the directors to find that the original shareholders in the new company were all shareholders in the old, and that so many of their old shareholders, by coming into the re-construction scheme, were likely to participate in those benefits which the present position of the new company gave them good reason to expect. The re-construction had enabled the directors to start free from the old debt and interest, and with power to call up capital sufficient for all requirements. There was a considerable amount of machinery already erected and in working order, and tramways laid down to facilitate a large output of ore to the stamps with speed and economy. A portion of the mines were already largely advanced in their development, and in opening them out discoveries have been made of so important a character as to give strongest hopes of success. In proof of this favourable state of things the directors would call the attention of the shareholders to the annexed extracts from Mr. Belt's letters. It might be a satisfaction to the shareholders to know that the directors have already ordered 24 revolving stamps, with other requirements asked for by Mr. Belt, so that before March next it is hoped these may be erected and in working order at the mine.

The CHAIRMAN, in moving the adoption of the report, congratulated the shareholders on the success which had attended the re-construction scheme, as well as on the prospects they had of recouping themselves for the losses they had sustained in connection with the old company. The present meeting was called in conformity with the Act of Parliament in reference to public companies, but it was the intention of the directors to have half-yearly meetings, and also to call the shareholders together for consultation should any emergency arise. He would now give a statement of their cash receipts and expenditure. The sum already received in payment of calls on shares was 12,326.10s., and the gold received from the mines since June 1, when they became the property of the new company, was 209.4s. 11d. Here he might say that in consequence of the want of adequate capital the board had been driven to continue the bad practice of selling their gold at the mines instead of having it brought to this country, where it might be more profitably disposed of. Proceeding with his cash statement, the Chairman went on to say that they had borrowed 1000. from their bankers, on the security of the directors, so that the total amount received would reach the sum of 13,535.14s. 11d. They had expended in the purchase of the mine 12,000. in hard cash, and for mining stores of various kinds 226. They had also advanced 128. to men sent out, and 20. passage, and other travelling expenses. The money used at the mine as cash was 321.12s. 2d., and the preliminary expenses in connection with the re-construction had absorbed 28.2s. In addition to these items there was another of 125. for offices, rent, and salary. A further sum of 500., due to the old company on June 1, had been paid. The balance remaining to be paid was 1641. The balance in hand at the present time amounted to 260.19s. 3d. At the mines, there was, on Aug. 5, a balance in hand of 1270., but that was not sufficient to enable the agents out there to transmit the gold to this country. In fact, the company must have some money in hand before they ventured to do that. Their liabilities were this loan to the bankers, and the stores sent out, consisting chiefly of railway irons required for tramways to be laid down to the newly-opened mines, 226.; stationery, printing, stamping, and re-constructing the new company, 20.; together with some law charges, the accounts for which had not been sent in. There was also the 1641., before mentioned, due to the old company. A further outlay (say) of about 1000. would be required for the 24 revolving stamps Mr. Belt wished to have erected. Altogether, and roughly stated, their liabilities at the present were about 4000. An additional call on the 12,500 shares would give 12,500., and then there were 3000 unissued shares, which would give 6000. Further than this, they had 2500 fully paid up shares, which was a balance of shares they had given them, which had not been taken up by the old shareholders. They had enough shares to pay all the old shareholders if they had chosen to come into the new company. It was clear from this that they would require some more capital—about 6000. The whole of this money would not be required at once, and there was reason to hope that some of it would come from the mines. He, therefore, thought that not more than 3000. would really be required at once. The contents of the next mail, which they were now awaiting, would decide the way in which the money would have to be raised. Application would be made to the Stock Exchange to-morrow (Saturday), and the shareholders would shortly have the pleasure of seeing the shares quoted on the Stock Exchange. The noble Earl concluded by moving the adoption of the report.

Mr. DARRISHIRE hoped that, as the old shareholders had had every chance presented to them of joining the new company, those who had not done so would not have any such limitation placed on them again.

Mr. TURNBULL asked whether the directors were able to place implicit reliance on the reports furnished by Mr. Belt?

The CHAIRMAN replied in the affirmative.

The motion adopting the report was put, and carried unanimously.

Mr. TURNBULL then moved "That the thanks of this meeting be given to the committee appointed in November last for their services in carrying out the successful re-construction of the company."

Dr. RYAN seconded the motion, which was carried unanimously.

A vote of thanks to the Chairman terminated the meeting.

SOUTH ROMAN GRAVELS MINING COMPANY.

The first general meeting of shareholders was held at the offices, Austinfrs, on Thursday, Mr. R. WILSON in the chair.

Mr. FRANKLYN (secretary) read the notice convening the meeting.

The report of the directors was read, as follows:—This meeting is a formal one, called in accordance with the Act of Parliament. The directors, however, take the opportunity of stating that the works are progressing in a satisfactory manner; and, looking at the situation of the mine in regard to Roman Gravel, in Tankerville, they are sanguine that ere long some good results will be obtained.

The report of Capt. A. Waters (manager of Tankerville and Roman Gravel Mines), dated Nov. 26, 1870, and an additional report, dated May 15, 1871, giving a comprehensive account, setting forth the position and prospects of this valuable property have already been issued to the shareholders; likewise the report of Capt. R. Waters, dated June 2, 1871, which states:—"In conclusion, I beg to say we have very extensive sets, and that I believe South Roman Gravel will in time quite equal its rich neighbours."

The directors have appointed Mr. A. Stewart, of the firm of Stewart and Lamb, auditor to the company, at a remuneration of £1. 5s. per annum.

The CHAIRMAN moved that the report be received and adopted. This being the formal statutory meeting, the directors had really little more to say than was communicated in the report submitted at the time the company was formed. Everything was being pushed on as fast as possible, and several experimental explorations were now being made, for it had not yet been satisfactorily determined as to whether or not the shaft was exactly in the right position, in order that a steam-engine might be erected. That point was being tested, and most likely at the beginning of the next year the sinking of the present shaft would be continued, or another commenced. Looking at the favourable position of the mine, he did not think any piece of ground was more likely to turn out a good mine. They had the Roman vein running right through the centre of the set, and also the Tankerville great lode, these two lodes forming a junction in South Roman Gravel. He was the largest shareholder in Roman Gravel, and the second largest in Tankerville and South Roman Gravel; and had he been able to have secured the South Roman Gravel set it would never have been formed into a company, for he should have worked it himself. He might mention that they had in hand £2300., after paying all costs. He would be glad to afford any further information.

Mr. PETER WATSON said the reports of Capt. Arthur Waters (of Tankerville and Roman Gravel) and Capt. Richard Waters, issued at the time the company was formed, contained all the information the directors had to communicate. He (Mr. Watson) might mention that South Roman Gravel was one of the most extensive sets in the neighbourhood, and it was intersected by the lodes in Tankerville, Roman Gravel, Pennerley, and Bog, and also some of the Ladywell lodes, so that nothing but time was required to make South Roman Gravel a great and prosperous mine. As soon as the locality of the shaft had been determined upon, and a suitable engine purchased, the shaft would progress rapidly. It was not possible for any mine to be better situated, looking at the fact that it was between two properties of the market value of something like £50,000., and, moreover, containing the same lodes. Those shareholders who could wait would, no doubt, be well rewarded. He and his friends held a large interest, and intended to retain it.

A SHAREHOLDER asked if the money in hand was sufficient to develop the mine? The CHAIRMAN said that Captain A. Waters, in his original report, stated that a fair trial would not cost more than £500., and, as he had already stated, they had now after paying all costs, £2300.

Mr. GRACE mentioned that no less an authority than Sir Roderick Murchison,

who had frequently visited in the district, had always had a very high opinion of this property. Sir Roderick had several times stated that he believed it to be one of the most valuable mines in the neighbourhood.

The CHAIRMAN, in reply to a question, stated that the costs were about 100. per month, and there were 165 shareholders.

The motion adopting the report being duly seconded, was put and carried.

Mr. A. Stewart was re-appointed auditor.

A vote of thanks to the Chairman and directors concluded the proceedings.

NORTH ROSKEAR MINING COMPANY.

A general meeting of shareholders was held at the account-house on Thursday, Sept. 21.

Mr. THOMAS PRYOR (the Purser) in the chair.

The accounts for the three months ending July were audited and passed. The loss on the quarter was 255.17s. The balance against the mine was only 162.17s.

The CHAIRMAN said their financial position was gradually improving, as their accounts would plainly show. At their last account they had a debit balance of £71.19s. 11d. to deal with, and at the previous account they had had an adverse balance of nearly 1500. to contend with, whereas at the present account they would see their book was only in debt 162., with every liability charged up as close as it possibly could be—to the end of July, and they would see from their auditor's report that all their merchants' bills were paid to the end of February last, receipts for which were on the table, together with the bankers' pass book.

Capt. JOSHUA THOMAS (the manager) read his report of the mine, which was considered highly satisfactory. He said he had that morning been underground, and altogether was pleased with his inspection. They had sunk about 11 feet through the elvan in Doctor's shaft, and they would continue sinking under the 250. as fast as possible. He was rather sanguine that they would have an improvement in the lode as soon as they got through the elvan.

Mr. PALMER (of London) proposed that the accounts and report be passed, and said, as it was the best plan to be out of debt, he should propose that 10s. per share be made, which would pay off all their liabilities, and leave about 200. to go on with. He had been a shareholder in North Roskear for many years, and this was the first time he had been in the county. He must say he was much pleased with what he had seen and heard.

The proposition of the call having been seconded, it was carried unanimously.

[The Meetings of other companies are published in this day's Supplement.]

[ADVERTISEMENT.]

From Messrs. POWELL, DIXON, and CO.:—That conventional period known as the "dull season" now drawing to a close induces us to re-visit our remarks upon the mining investments of the day. In our experience we do not recollect a time when there were so many really bona fide enterprises from which to select, or a more favourable or opportune period to make the selection. The firm and improving aspect of the Metal Market, particularly as regards iron and lead, should actuate the far-seeing investor or speculator not to tarry in securing an interest in sound dividend-paying or progressive mines. Important advances in market value will surely take place, and especially in well-selected tin mines. Among these we may point to Tincroft, Wheal Buller, Carn Breu, &c., about each of which our special information is most satisfactory. Among lead mines we would name Roman Gravel, Tankerville, West Tankerville, and East Van. We recommended Roman Gravel shares when at about 8. to 9., and they are now above 18., at which price, according to our private advice, it is a very desirable investment. West Tankerville and East Van should not escape the attention of those who desire an interest in properties likely to materially advance in market value in a comparatively short period. Among foreign tin mines, which we would direct the attention of our friends are Utah, Richmond Consolidated, Pinto, and Eberhardt. In January last we strongly advised the purchase of Eberhardt shares at 15., and they are now 31., and from information derived from exclusive sources, we now as strongly recommend the purchase of shares in the Utah and the Richmond Consolidated Companies. These will be the two prizes among foreign mines during 1872. We are altogether unconnected, directly or indirectly, with any of the foregoing companies. We are not associated with any clique. Our sole aim is to guide the investor in the selection he is about to make that he shall not only avoid mining shams and quicksands, of which there are many, but shall acquire an interest in mines, or in other words, properties yielding results satisfactory to the investor and creditable to ourselves. From Choncales very favourable advice are expected by the next mail. A considerable business has been transacted in the shares, which close about 3/4 p. We should not be surprised to see them advance to a much higher price.

MINING NOTABILIA.

[EXTRACTS FROM OUR MINING CORRESPONDENCE.]

SOUTH GREAT WORK is now opening out well, both in the engine-shaft and the adit level east. Considering the short time the engine has been at work, the success achieved reflects great credit on the management.

FLORIDA—This mine continues to open out most satisfactorily; the lode in the mine has now been proved beyond the possibility of doubt to be one and the same as the Cwmystwith and Lisburne Mines, where they have made profits to the extent of 18,632., the ore being rich in silver, which has precisely the same character in Florida, so that the enterprising shareholders may expect to be in receipt of a dividend before Christmas, when they will be regular and continuous.

MINING IN THE CALLINGTON DISTRICT—EAST CORNWALL—The recent discovery of tin in this neighbourhood is leading to great activity in mining in the district. The Phoenix, New Great Consols, and Wheal Arthur are instances of success not anticipated a short time since. The New Higgs Tin Mine is attracting the attention of a large number of influential persons, by whom these shares are being applied for. This mine possesses extraordinary good prospects for immediate and large profits, the lode discovered being very rich for tin, and the work being in an advanced position.

OLD LANGYNOG—A further improvement has taken place at this mine in the 110, where they have cut a splendid lode, quite equal to that in the 90. This old mine promises to be as rich as ever, and the recent discoveries in the western ground have caused the most sanguine expectations as to the future of the adjoining mine, West Langynog, where the deep adit is being pushed out vigorously to cut the lode 50 fms. from surface.

ROSEWALL HILL AND RANSOM UNITED—It is reported that the 110 end has improved for tin, being worth about 8. per fathom, and the winze under the 80, or rather the tin in it, is now taking a southern course, and may be termed a carbona; as seen yesterday, it appeared to be about 9 ft. high and 4 1/2 ft. wide, probably, for that width and height 50. per fathom.

NEW HIGGINS (Tin)—During the week that has elapsed since the prospectuses of this company was issued, the shares have been largely applied for by influential persons, and according to present prospects the probability that the share list will be closed by the middle of the ensuing week.

LLANGYNOG (Silver-Lead)—The discoveries and improvements at several of the mines in this district during the last few weeks have caused quite a sensation, and have induced many practical miners to visit the lode, some of whom are eagerly trying to secure mining sets near the old Llangynog Mine, and there is every probability that ere long this district, which has for many years been worked by private parties, who have realised large fortunes thereby, will become equally as noted as that of the Van, and that large profits will be realised by those who make a proper selection of sets, and work them in a judicious manner. At the old Llangynog Mine the lode of the 90 west is from 6 to 7 ft. wide, from which they are now breasting a solid lead ore heavier than any two very strong men can lift, and the mine now promises to become as rich in the western ground as ever it was known.

The lode is now concentrated on the western portion of the set, and they are now removing the engine from the old workings to the western shaft, where the lode has proved so rich. This lode seems to be widening out as it approaches the boundary, where it enters the West Llangynog set. The operations at the latter mine are progressing very favourably; they are extending the cross-cut to intersect the old Llangynog lode; the cross-cut will cut the lode at about 10 fathoms from surface, and there is no doubt but what at that depth it will be found equally as productive as it is in the old mine. In sinking a new shaft the surface on this lode some specimens have been taken, containing plenty of silver-lead. It is also reported that this lode has been cut in a mine called Cwm Clack, which is west again of the West Llangynog set. This speaks well for the latter mine, as it is situated between the old mine and Cwm Clack.

GOLDEN UNITED—These shares are fast being appropriated. The list closes on Sept. 30. From indications (are actually in sight) in the adit and winze, which can be seen by anyone, it may fairly be supposed that success will follow the proposed working. Many influential parties in Cornwall, and many celebrities have joined in the undertaking, and others have promised to do so.

FLORENCE AND TONKIN—Capt. Wm. Verran (Sept. 28) reports: "The 20 cross-cut is now in from the shaft between 9 and 10 fms., and will I should say cut the lode 3 fms. further driving, but how near the ore ground we are to be to the point of intersection we cannot say. The productive ground in the level below the 35, commencing about 10 fms. east of shaft, we may expect, as the two ground is further east than the 35, by the same rule, we may expect it to be productive closer to shaft than the 35; there is every probability of a rich piece of ground between the 35 and the 20, and also above this level. The lode through which we are driving is very congenial for mineral, and we are making good progress. We are also making discoveries at surface, which will show us a great advantage to us in the future working of the mines, as we shall be able to hit spot to fix on for any shafts, or erections of machinery, especially at Pengelly shows an extraordinary amount of quartz, and in fact, the difficulty near the junction of the copper lode with the lead lode; in fact, the difficulty is to distinguish the one from the other, the gossan appearing for several fathoms in width, but I am determined to master it, and will, therefore, bore both lodes some distance from the junction, so as to take their proper position and underlie, as a safe guide to future operations. I believe we shall soon cut the south lode at Pengelly, which we dialled from the Launceston tunnel, as we are. I am more than ever impressed with the value of the new set, as we are exceptionally good piece of mining ground. The weather being favourable, we are getting on well with our surface operations; the covering in of the boiler-house is nearly completed, and the boiler-makers made good progress to-day."

SEWAGE FILTRATION SYSTEM—Mr. Chas. Cubitt, civil engineer, has just paid a visit to Stoke Newington, by the direction of the British Association Committee, specially to examine and enquire into the merits of the sewage filtration system of Messrs. Wren and Co., of Newcastle, now in operation there. The Special Commissioner came down with giving any preliminary notice; and, having had interviews with various gentlemen, who were interested in the great question of sewage, he went to the Stoke Newington, where he was assigned to him the one from the other, the gossan appearing for several fathoms in width, but I am determined to master it, and will, therefore, bore both lodes some distance from the junction, so as to take their proper position and underlie, as a safe guide to future operations. I believe we shall soon cut the south lode at Pengelly, which we dialled from the Launceston tunnel, as we are. I am more than ever impressed with the value of the new set, as we are exceptionally good piece of mining ground. The weather being favourable, we are getting on well with our surface operations; the covering in of the boiler-house is nearly completed, and the boiler-makers made good progress to-day."

He remained four days, and made a thorough investigation into the process. Samples of the sewage were taken hourly, night and day. An official report will shortly be published.

meanwhile we may state that Mr. Cubitt, prior to his departure, expressed himself highly satisfied with the results of his investigation. During the last week deputations from various parts of the kingdom have visited Stoke Newington to examine the sewerage system of Wear and Co., *Stoke Newington*.

THE WIGAN EXPLOSION.

Operations seem to be proceeding vigorously at Wigan for the effectual flooding of the Moss Pit Colliery. Five streams of water are being poured in, together with the make (some 10,000 gallons per hour) of an adjacent mine, belonging also to the owners of the colliery—Messrs. PEARSON and KNOWLES, but it is estimated that about 6,000,000 gallons will have to be thrown down before the fire has been covered. It is easy to understand how serious will be the damage done to the workings by such an inundation, following as it does upon explosions so disastrous as those that have already been described in the *Mining Journal*. Messrs. PEARSON and KNOWLES, it is therefore clear, will be very heavy sufferers. Roughly estimated they will lose 20,000l. by the accident. This being so, it is with much sorrow that we perceive anything said or done calculated to increase the trouble by which those gentlemen must be painfully affected. Least of all was an aggravation of the sorrowful position they occupy to be expected at a meeting held for the purpose of subsiding the means of mitigating the distress arising out of the explosions at the Moss Pit, and by other similar disasters in the same neighbourhood.

Such a meeting was held at Wigan, on Friday, and, as it deserved to be, was influentially attended, the mayor of the borough presiding, and the borough coroner and the rector of Wigan being amongst the speakers. A resolution had been adopted, expressing deep sympathy with the sufferers; and it had been proposed and seconded, that the report of the Relief Committee, given in our columns last week, should be adopted, when a speaker, who seems to be a clergyman of the Church of England, named HAINES, at once read the mine owners and mining engineers of Wigan a lesson, by intimating that these explosions were not accidents, but arose from causes well known and ascertained. The Wigan district, he said, was quite celebrated for such disasters, which he did not believe at all incidental to colliery working. The accidents, he maintained, were not only a disgrace to the neighbourhood, but a reflection upon the science and humanity of Englishmen generally. He then went on to refer to his own order, and to show how much they sympathised with the widows and orphans on whose behalf they should appeal for relief, not only to the working men in their poverty, but to the wealthy in their wealth. The latter they should ask to put down their names, not for hundreds but for thousands. It was, he concluded—

"The working men who had been the cause of the wealth, and he held that in the case of a colliery like this, where an accident of such magnitude had occurred, they had a right to demand, on behalf of the 70 corpses now at the bottom of these pits, something more than a sum of 4000l."

A complaint of such a character at such a time was to say the least very ill-timed, and such as we should not have looked for in such a quarter. We do not know "the Rev. P. HAINES," but he is evidently an indiscreet advocate of the cause that he has undertaken to espouse. It is to be regretted that he has not yet learned to believe in colliery owners having as much feeling for their suffering workpeople as the clergy can possibly have, and it is further to be regretted that in the absence of that reflection which his peculiar calling ought to have suggested he should have indulged in expressions that are the stock phrases of the men who are notorious for the mischief they do in setting class against class. He quoted Mr. HIGSON in support of arguments he advanced that told against the management of mines in the Wigan district, but he failed to speak of what Mr. HIGSON has written on the other side also—written respecting those of whom Mr. HAINES speaks as "the cause of the wealth" of the colliery owners. Mr. HIGSON in his report for 1869, after referring to the three great explosions of that year in his district, which destroyed 80 lives, says—

"Great loss of life has been the result of the men themselves neglecting to fix adequate supports for the roof and sides; of running trains and tubs at an unnecessary pace, regardless of persons being in the way; of travelling on engine and self-acting planes when the machinery was in motion; of approaching the eyes and sides of the pit incautiously; of attempting to extinguish standing fires in mines with water; and of carelessly riding up and down the pit or shaft, and getting in and out of the cage. From these causes 101 fatal accidents have happened, and 284 persons have been killed within the year."

The Inspector for the South Lancashire district afterwards goes on to remark—

"It may be thought that men can guard themselves against danger from any cause but explosions of gas, but that is not really the case, as in many instances the men and the firemen are alone responsible for an explosion. As to other causes, many are misadventures, and many purely accidental occurrences, inseparable from the occupation. The former sweeps away life like, as it were, by a whirlwind; by the latter it is gradually frittered away. The owner of a mine may provide good ventilation and make all proper provisions for safety, but unless the underlookers, firemen, and workpeople themselves well and punctually perform their part it is of no avail."

"I have not been able to attribute the cause of some explosions of the year to anything but the absence of ordinary precaution, and it is much to be regretted that the parties blameable escaped, by the loss of their lives, legal punishment. It must, nevertheless, be acknowledged that their conduct had the justification of general practice in the district."

Let us suggest to Mr. HAINES that there is another way in which he can aid the working miner besides attributing all the blame of the calamities from which he suffers to those over him, and in publicly charging with want of liberality in the hour of need men for whose feelings some more consideration should be shown than "the Rev. P. HAINES" is inclined to evince. We commend to his attention another extract from Mr. HIGSON's report on the second Haydock accident. Here is what Mr. HIGSON says—

"It is a great mistake on the part of persons speaking on platforms to the working population to attempt to stir up vanity by telling tales of wrongs, imaginary evils and oppression. Instead of giving them wholesome lessons of instruction, of encouraging them to be honest and careful. They are on all occasions crammed with complaints of legislative neglect, and no class suffer so much from this source of discontent as miners. Among their leaders there are some very good men, and a great many not sufficiently wise to be always followed. If they had the welfare of the men at heart they would on every occasion impress upon their minds the necessity of strictly observing all laws, both moral and legal, whether acknowledged or established. It is unnecessary to ask the question when past events give the answer, but is this ever done?"

A much more judicious man was the Coroner for the borough of Wigan (Mr. RALPH DARLINGTON) when he drew attention to the loss that Messrs. PEARSON and KNOWLES would sustain, and appealed to the meeting's experience of those gentlemen, remarking that no owners had ever done more for the safety and welfare of their colliers. The appeal received the response which the reporters indicate in the well-known phrase "Loud cheers." Proceeding then to speak upon the general question of the cause of such accidents, Mr. RALPH DARLINGTON said what he knew, and with the weight of his great experience in the conducting of official enquiries into the cause of such calamities, when he declared that no amount of additional ventilation would prevent these accidents; the cause of these accidents lay with the men, out of whose hands he would, without delay, take the gunpowder, which, in his opinion, ought not to be any consideration to be in their custody.

We concur with Mr. HIGSON in his views that the use of gunpowder ought almost to be abandoned in fiery mines; but cannot forget that he has said that in some parts of his district "the coal cannot be got without the use of gunpowder, and this is the case in those mines the produce of which is of the least value, and the machinery has not yet found a substitute which is practicable to operate." Nevertheless, we would have the use of the explosive in fiery pits fenced about with greater safeguards than the proposed new Mines Bill as passed in Committee would enact. Therein the provision under this head was—

"In any mine, or part of a mine, in which explosive gas is known to be produced, no person shall use gunpowder, or other explosive or inflammable substance for the purpose of blasting, or getting coal or other minerals, except in the case of the mine in which the explosive gas is known to be produced, and the places contiguous thereto, are first examined, and found safe by, and the shot is fired by, a competent person duly authorised for the purpose."

Until, however, the Legislature, the mine owners, and the operative colliers have settled what shall henceforth be the law, let the public, whose contributions are solicited by the Wigan committee, remember that on the last Haydock accident Mr. HIGSON reported—

"Some time previously I had made a most careful inspection of every place in this colliery, in consequence of a letter I received from a delegate of the colliery of air going through the workings was about 100,000 cubic feet per minute. I thought, and still think, 16,000 ft. an ample supply, and without proper care, the quantity would not have afforded any more protection. The owners of the mine, Messrs. EVANS, never at the time knew of it in time. The fireman, YATES, was found at the foot of the up-bow, as if just coming away from it after an inspection. He was then alive, but

only survived a few days. It is only fair to state that gas may have come off suddenly, and overpowered the ventilation, but if it occurred from any other cause than that the persons then employed below ground held their lives in their own hands. It may be said that to conduct air from one mine to another, and to allow the ventilation to depend upon doors that have to be constantly open for persons to go through, is a mistake, but such is the character of mining that the best considered plans are invariably frustrated by the unknown and variable ground frequently met with in opening a mine; nothing better could have been done without sinking another pit, and as the six-feet, or Main Delf, was far exhausted, that may have been deemed necessary."

Is it not fair to infer that a report not altogether unlike this may have to be made upon the Moss Pit accident. In charity's sacred name let as much be supposed till the opposite is proved, and let all unite to stimulate the flow of benevolence in behalf of the sufferers. We are happy to learn that the 1300l. subscribed at the meeting last week had been before it broke up increased to 4000l., mainly by the aid of 1575l. sent from a fund subscribed in Liverpool for the benefit of sufferers from colliery accidents, and of the 500l. sent by Mr. RICHARD WALMESLEY, of Bath. In the room this was further increased by 600l. Messrs. EVANS and Co., of Haydock, at whose pits two explosions have taken place, have given 340l., making their total subscription to this fund 1000l. It is gratifying to learn that the Mayor of Liverpool is now occupied in collecting in augmentation of the fund.

MR. GLADSTONE ON THE MINERS' BILL.

Mr. Enoch Robinson, surgeon, of Dukinfield, having addressed a letter to the Premier on the delay in passing the Mines Regulation Bill, has received the following reply—

DEAR SIR,—I have read your letter with much interest, and I entirely concur, so far as my knowledge goes, in the opinions you express as to the kindness of the miners in collieries to one another. Indeed, their self-devotion in times of accident and peril amounts to heroism, and may well put us to shame. It was with great regret that the Government postponed the consideration of the Mines Regulation Bill to next year. If any of the miners are dissatisfied with our conduct I do not think that feeling would be removed by any professions or promises I could make; and I would rather we should be judged by our actions than by our words. But perhaps it will be remembered that of five very great measures to which the chief part of the last two sessions have been devoted—viz., the Irish Land Bill, the Education Bill, and the Ballot Bill—have been mainly concerned with the welfare of the labouring population. I am sure they will judge us fairly, and I ask no more.

You are at liberty to make such use of this letter as you may think fit.

Hawarden Castle, Chester, Sept. 29. W. E. GLADSTONE.

ADVANCE OF THE PRICE OF COAL.—At a general meeting of coal owners from the South Yorkshire, Wakefield, Leeds, and Bradford districts, held at the Queen's Hotel, on Tuesday (Mr. T. M. Carter in the chair), it was unanimously resolved:—"That, having in view the general reductions which have been made in the selling prices of coal since the year 1867, a general advance of 1s. per ton in the price of coal and 6d. per ton in the price of slack shall be made, to commence on Oct. 2."

IMPROVED SAFETY-LAMP.—For some time past efforts have been made to produce a safety-lamp which, whilst securing absolute safety in the presence of fire-damp, should give the largest possible quantity of light. With this view modifications of the Belgian lamp have been from time to time offered in England, yet they have not come into general use, although the supposed objections to them are far more imaginary than real. Some further improvements have now been invented by Mr. GORBEL, of Dours, Belgium, which it is claimed removes even the supposed objections. He proposes to introduce an air current through channels at the lower part of the lamp, and terminating near the glass cylinder. The solid metal cap of the Mueseler is replaced by a conical cap, extending to the top of the glass, the cone being truncated, so as to leave an orifice of only 8 mm. diam. The object of this is to slacken the escape of the products of combustion. When the lamp is brought into fire-damp the outlet from the lamp is impeded, and the lamp gradually fills with the fire-damp, and extinguishes the flame. In external appearance the lamp, which can be seen in the Exhibition at South Kensington, does not differ from the ordinary Mueseler. It is a really good lamp, and would not be costly.

RAPID GENERATION OF STEAM.—Some improvements in the rapid generation of steam, or for heating or cooling liquids, have been patented by Mr. P. KAUFMAN, of Patricroft, near Manchester. They consist in forming a bent or curved nozzle at the upper portion of the boiler pipes, or plate of which the apparatus is composed, to direct the hottest water (if used for generating steam) to return to the water not evaporated, whilst the steam generated rises above the water level. The bend may be on the inside or outside pipe if two pipes are employed. In some cases the nozzles are not bent, but have caps or cowls on them to direct the water. The tubes may be of any shape, the main feature being to carry one end up above the ordinary water level, to permit the escape of steam without passing through the water. If the tubes are used for refrigerating or heating purposes they may be arranged separately, singly or in sets, in the outer casing, and the heated liquid or gas is admitted at the opposite end to that the cooling gas or liquid enters.

MANUFACTURE OF ARTIFICIAL FUEL.—The provincial specification of Mr. J. LODGE, of Whitecroft, near Lydney, describes using a mullage or paste made from tar or any similar substance in the ordinary and common way (with the addition of carbolic acid or any similar substance), and prevent the fermentation or decay by mixing with the coal certain proportions of pitch, asphalt, or such like bituminous substance. The whole after being well mixed and pressed into moulds by the usual well-known machinery for such purposes, is exposed to heat in ovens or drying kilns.

MILLS FOR GRINDING QUARTZ.—The object of the invention of Mr. G. MITCHELL, of Philadelphia, U.S., is the construction of a mill for grinding quartz, guano, phosphates, and other hard substances, that shall first reduce such substances to a powdered condition and then discharge them as reduced by a blast of air. The casing is partly lined with serrated plates. A pounding-wheel is mounted on a horizontal shaft. Hammers are inserted into recesses formed for them in the body of the wheel. A number of separate metallic strips laid together between a shoulder of the hammer and wheel are employed as packing. Shallow recesses in the edge of the wheel cause the hammers to wear down nearly square. Flanges are formed on each side of the pounding-wheel to act as fans.

STEAM PUMPING ENGINES.—Messrs. J. WOLSTENHOLME and E. HOULT, Radcliffe-bridge, propose to make the valve-box of a cylindrical form internally, to receive the valves, which are made of corresponding form. A passage is made at each end of the steam cylinder, so that on the piston approaching either end or the valve-box, the steam is forced through the passage in the valve-box. A portion of the propelling steam flows through a passage in the valve-box, at such a point that the steam shall act upon one of the piston-valves, and move it into a position suitable to cause the direction of motion of the main piston to be reversed.

IMPROVED FETTLING.—The object of the invention of Messrs. CORBETT and GRIFFITHS, of Manchester, is to improve the clender used for "fettling" and lining puddling and other furnaces, and to dispense with the use of red ore, called hematite, calcined ironstone, and also calcined tap-cinder, commonly called "bulldog," whereby a considerable economy is effected. The invention consists principally in mixing with the puddling-clender in the puddling or other furnace, or otherwise in the tapping wagon (when the clender is run out of the furnace into the tapping wagon), a mixture composed of oxide of calcium, chloride of lime, and oxide of manganese.

FRESH DISCOVERY OF IRON ORE IN SCOTLAND.—A new source of wealth for the North of Scotland would appear to be promised by the discovery of an ironstone field of excellent quality in Caithness. Professor Anderson, of Glasgow, has pronounced the percentage of pure metal in the specimens submitted to be good; but the geological conformation of the strata is such as to leave it doubtful whether the extent of deposit is sufficient to justify the sinking of mines and the working of them. In the event the hopes that have been excited proving well founded, there is a strong likelihood that iron shipbuilding will be added to the industries of Aberdeen and other places on the north coast.

THE IRON ORES OF THE NORTH OF IRELAND.—A special meeting of the Chemico-Agricultural Society for Ulster was held on Friday in the laboratory, Upper Arthur-street, Belfast, for the purpose of hearing a paper on the Iron Ores of the County of Antrim. Dr. Hodges read the paper, which was written by a member of the society. It showed a great amount of research, and the writer stated that after a minute examination of the geological formation of the county, and, judging from the experiments which had been made, there was no doubt that vast beds of iron ore existed in the country. Dr. Ritchie, J.P., said that he was at present making experiments with specimens of Antrim ore at Dilton, in Lancashire, and if the result proved favourable small smelting furnaces could be opened at Larnah and Gushendall. Mr. Glenny, J.P., stated that on the property of Lord Arthur Edwin Hill-Trevor, near Dnaird, county Down, a bed of iron ore had been discovered, which, on being analysed, yielded 65 per cent. of ore, and that a number of gentlemen from Cumberland had been over and examined it, and were willing to work it, but the matter had been allowed to lie over until the opening of the Banbridge Extension Railway. Specimens of the ore were exhibited in great variety at the meeting.

SOCIETY OF ENGINEERS.—The first meeting of the society for the Session 1871-2 will be held in the Society's Hall, Westminster Palace Hotel, on Monday, when a paper will be read on "Recent Improvements in Explosive Compounds," by Mr. P. RYF. NURSEY.

ROYAL CORNWALL POLYTECHNIC SOCIETY.—The first and second annual reports of this society (1833-1834) have been reprinted by Mr. W. Tregaskis, of Falmouth. The reprint is interesting from its referring to, perhaps, the first society of the kind established in this country, and will be especially so to miners, because it contains an early reference to man-engines and power-ladders, which have since been largely adopted.

DEVIL'S BRIDGE RAILWAY.

Capital £25,000, in 5000 shares of £5 each.
Deposit 10s. per share.

DIRECTORS.
JOHN JAMES BARROW, Esq., Kingwood Hall, Clatterfield.
JOHN B. BALCOMBE, Esq., Bryn-y-Mor, Aberystwith.
G. E. FORSTER, Esq., Uppingham, Rutlandshire.
LEWIS PUGH PUGH, Esq., Abermaide, Aberystwith.
JOHN TAYLOR, Esq., 6, Queen-street-place, London, E.C.
HENRY E. TAYLOR, Esq., Aberystwith.

SOLICITORS.
Mr. G. E. SPENCER, 3, Verulam-buildings, Gray's Inn, London.
Mr. F. R. ROBERTS, Aberystwith.

ENGINEER.—Mr. JAMES W. SZLUMPER, M. Inst. C.E., Aberystwith.
BANKERS.
THE NATIONAL PROVINCIAL BANK OF ENGLAND,
London and Aberystwith.

SECRETARY.—Mr. EDWARD HAMER, Aberystwith.

This company is formed for the purpose of constructing a cheap line of railway on the ordinary gauge of the country to connect the town and port of Aberystwith with the Devil's Bridge. The summer visitors to this romantic and attractive place of public resort exceed 12,000—a number which will doubtless be largely increased if railway accommodation is provided. This number is independent of considerable local traffic, Aberystwith being the only market town for the large population through which the line will pass.

The proposed line will be about 6½ miles long, commencing by a junction with the Manchester and Milford Railway, about 7 miles from Aberystwith, and will run close to the following important lead mines, viz.:—Graigoch, Fronchog, Llewellyn, Glogfawr, Glogfach (the well-known Lisburne Mines), Cwmystwith, Bodeoli, Llanethir, Tygwyn, Dolwen, East Dolwen, and Nant-y-Oria, from which a large amount of traffic may be relied upon, as they are at present without adequate railway accommodation.

The railway will also accommodate the traffic of the whole of the mines in the Porthwyd and Plynlimmon districts, besides supplying a very extensive area with lime, coal, and other requisites, much needed by the agricultural interests of this part of the country.

The great drawback to most Welsh railways has been their enormous cost, the average being about £20,000 per mile. This line has been laid out with every care by the company's engineer—it is to be an inexpensive one, his estimate being £2900 per mile; and, as a certainty of its being so cheaply constructed, Mr. David Davies, the eminent railway contractor, has undertaken to make the line for a sum within such estimate. Mr. Davies has just finished a similar line from Llanidloes to that proposed, viz., the Van Railway, about 6 miles in length, accommodating at present only one mine, and this is already earning a dividend of 7 per cent.

Running powers have been granted by the Manchester and Milford Railway Company between Aberystwith and the proposed point of junction. The landowners are favourable to the proposed line, and will grant the land required for its construction on easy terms.

An Act of Parliament will be applied for in the next session, and, being supported by a large interest of the mining proprietors, such Act, it is believed, will pass unopposed at a small cost.

Taking the features of the undertaking into consideration, the directors confidently believe that it will prove highly remunerative.

THE NEW HINGSTON TIN MINING COMPANY (LIMITED).

In 12,600 shares of £1 each.

The following statements may be relied on, viz.:—

- 1.—The deeds of the property, including the whole of East Kitt Hill sett, are in the hands of the company.
- 2.—The whole of the works are in such an advanced position as to require but a short time for large returns.
- 3.—The lode is an extraordinary rich one for tin, as proved by former sales and present assays of ore—nearly one mile in length being owned by the company.
- 4.—This lode, on the eastern boundary of the sett in Hingston Down, is worth £120 per fathom.
- 5.—This lode on its western boundary, in South Kitt Hill (worked by private parties), has produced about 40 tons of tin above the 9 fm. level, that being the greatest depth of the mine.
- 6.—There will be available capital of £6400 for the machinery, &c., if required, for the starting of the new company.
- 7.—Persons best acquainted with the mine believe that large and continuous dividends will very speedily be made, as evidenced by the proprietors taking shares instead of cash for the mine.

Since issuing the prospectuses last week, the shares have been largely applied for.

Application should at once be made to the Secretary, Mr. GEORGE MADGE, at the offices of the company, 3, Crown-chambers, Threadneedle-street, London, E.C., as the LIST must be CLOSED in a FEW DAYS.

LLYNCLYS LEAD AND COPPER MINING COMPANY (LIMITED).

To be incorporated under the Companies Acts, 1862 and 1867.

Capital £12,000, in 12,000 shares of £1 each.

5s. on application, and 5s. on allotment.

Calls not to exceed 2s. 6d. per share, and not to be made at intervals of less than three months.

DIRECTORS.
Messrs. ROCKE, EYTON, and Co., Shrewsbury.

SOLICITOR.—Mr. HENRY MORRIS.

SECRETARY.—Mr. H. J. BADDELEY, Pontesbury.

OFFICES.—SWAN HILL, SHREWSBURY.

PROSPECTUS.

The company is being formed with the object of working the lead, copper, and other minerals under land situate at Llyncllys, near Oswestry, Salop.

The area of the land under which the right to work has been reserved is about 360 acres.

The property is most conveniently situated in proximity to the Llyncllys Station on the Cambrian Railway System, and a peculiar feature in it is that adit levels can be driven, as the mines worked to a very considerable extent, without the aid of steam power, thereby enabling the company to further test and develop the property at a very moderate expense.

The value of the property for mining purposes has been ascertained by operations carried on for some months, which have proved the existence of five large well characterised mineral lodes of lead, copper, &c., and a bed of oxide of iron.

The promoters have had the property examined and reported upon by competent judges, and they append some of the reports.

It may be added that, in addition to the presence of lead, copper, &c., the geological formation of the property is limestone, offering an opportunity for obtaining fuel for fluxing purposes, and for converting iron lime.

In the allotment of shares preference will be given to those applicants who desire to pay up in full on allotment.

If no allotment be made, the deposit will be returned in full at an early date, without deduction.

Application for shares may be made in the form accompanying the prospectus, addressed to the Solicitor or Secretary.

Shrewsbury, August 21, 1871.

REPORTS.

Aug. 5.—At your request I have carefully inspected the above mine, and beg to hand you my report thereon. The property is situated near Oswestry, in the county of Salop, and comprises a good tract of ground; its geological formation is limestone, through which five known large and well-defined lodes traverse, but hitherto operations have been confined principally to two lodes—namely, the south or Ranters lode, and the north or south lode. On Ranters lode, which is bearing near east and west, several pits have been sunk to a depth of 3 to 16 yards, and small drivages made for over 100 yards in length, and for the whole distance I find the lode to contain good stores of lead ore, where good pipes are now lying at surface, which have been broken in the several pits and drifts.

A more promising and encouraging lode cannot be seen so shallow, and I firmly believe, depth is the only thing required to prove this remunerative. This will form a junction with the other lodes passing through the sett. There is also a north and south lode discovered by sinking a shaft which is 25 yards deep, where large stones of copper and earthenware have been broken. In addition to these lodes there is a bed of oxide of iron running through the sett, which is 4 feet thick, and from 15 to 20 yards wide, which can be sent from the mine at a good profit, being close at surface and in proximity to the railway station, and the total expenditure to send it into the market would be very trifling. I beg to remark that two adit levels can be taken up at the foot of the hills, one on the south or Ranters lode, and the other on the north or south lode, and I think that both would come in 80 yards deep on top of the hill where they will form a junction, which I look at as a very favourable feature, and the limestone can be saved for burning and other purposes.

In conclusion, allow me to say, I consider you have a property of no small value, and where a vast amount of work can be done without the aid of steam-power, and looking at the several favourable features which the property presents, the prospects are such as to warrant a vigorous prosecution, when I think a small outlay likely to bring it into a profitable position.

JAMES NANCARROW.

August 6, 1871.—This sett is situated near Oswestry, in the county of Salop, and comprises a large extent of ground. There are several well-defined mineral lodes opened out, and lead and copper ores broken in all. I may note two east and west lodes run nearly parallel in the one on which pits are sunk; the lode is 4 ft. wide, producing ½ ton of lead ore per fathom, at only 2 fms. in depth, which has a northern underlie, and the other on Ranters lode having a southern underlie; I believe in going to a depth of 20 fms. or so you will meet with the junction and a body of lead ore. An adit level can be driven on the course of the lode, which will prove beneficial for the mine and erection of dressing floors, &c. On the north side of the sett there is a shaft sunk on a north and south lode, which is producing copper mixed with goosan; I should also recommend that an adit level be also driven at this point on the course of the lode; by so doing you will meet with a junction which no doubt will produce a large body of copper ore, as every indication plainly shows. There is also in another part of this sett a large body of oxide of iron, which can be raised cheaply, the sett being within a distance of one mile of the railway station, and materials can be procured at a reasonable rate. In conclusion, I feel confident in going to a depth of 80 to 100 yards in this mineral ground you will find a large body of lead and copper ores.

JOHN LESTER.

BRITISH MINES.

EAST WHEAL LOVELL.—R. Quantrell, Sept. 23: Since my inspection yesterday I am glad to say the 80, west of the cross-course, has improved; we have now a lode there 1 ft. wide, good for tin. In the 70, west of the cross-course,

WINDY PARK UNOLS.—W. Smith, Sept. 26: TYNATH mine: there is no change in either of the stops since last report. The crusher will be ready to work by the end of this week. In Vuchelas new adit west we have taken down the lode; it is about 9 in. wide, composed of spar, sulphur, blende, and averaging work for lead ore. In Smith's Shop end the ground is hard and the lode small, showing a little lead, but not enough to value.

PENNALE WHEAL VOR.—W. H. Martin, Sept. 28: We have completed sinking the pitwork, and the men are now engaged sinking below the 160, at 162 fathoms for the sump, by 16 men. The shaft is down 9 feet below the level of the lode being 18 in. wide, and of a very kindly appearance.

PENHALLS.—S. Bennetts, W. Higgins, Sept. 23: There is no lode seen as yet in the rise above the 8'. The 70 west at present is unproductive. The slope above this level is worth 20¢ per fathom, and that in the bottom of the 60 is worth 9¢ per fathom. The 50, west end, looking more promising; lode better defined, large, and having work. The 60 north is worth 10¢ per fathom. The 54, west end, is worth 20¢ per fathom, and the 50, west of great cross-cut, 8¢ per fathom. The 40, east of Shop shaft, is worth 8¢ per fathom, the 17, west of Sarah's, 8¢ per fathom, and the slope above this level 7¢ and 8¢ per fathom, respectively. All other parts of operation remain without much change.

PENNERLEY.—William Nancarrow and John Delbridge, Sept. 23: The lode in the 120 east, on the Big Ore, is 3 to 4 ft. wide, worth from 2 to 3 tons per fathom. In the 130 west there is no change since last report. In the 120 west the lode is 3 ft. wide, producing good stones of ore. The lode in the 70 west is producing rich stones of ore, and promises well for a speedy improvement. In the winze sinking below the 60 fm. level we have from 3 to 4 ft. more to sink to make a communication with the 70 fm. level. The lode in the 40 fm. level, on the Warm Water lode, is 2 ft. wide, worth 2 tons per fathom, and likely soon to improve. The winze sinking below the 40, on the Warm Water lode, is still in a splendid bunch of ore, still worth a good 5 tons per fathom. In the 44, west of cross-cut, on Warm Water lode, the lode is still worth 1 ton per fathom. —Potter's Pit: The lode at the shaft sinking below the 25 still continues to yield good stones of ore; a very promising lode. In the 25, west of shaft, the lode in the present end is ordered by a small cross-cut. In the winze sinking below the 15 fm. level we have about 3 fathoms more to communicate with the 25 below the lode; the lode is producing good ore. All the stopes throughout the mine still continue to yield their average quantity of ore.

POWELL UNITED.—J. Trewethan, Sept. 23: The 73 is in a lode 5 feet wide, yielding 3 tons of lead per fathom; this end is now in 6 feet west of where we communicated with the winze sunk from the 62 to 72, the lode having produced 3 tons of ore per fathom throughout the whole depth. I purpose on Saturday next (our monthly setting-day) to commence two or three new stopes in back of this level, between the winze and the engine-shaft, a piece of ore ground about 20 fathoms in length, standing untouched from the 62 to the back of the 72. As soon as the bottom level is extended a sufficient distance to enable us to put on the level for other stopes we shall do so. Judging from the character of the lode west of this point in other upper levels, I shall fully expect to see the lode 10 ft. wide, and worth double in value the present estimate; it is at this point I purpose sinking the new engine-shaft. The stopes throughout the mine are producing from 2½ to 3 tons to the fathom. I trust in my next report to give you full particulars relative to the water-power for the future working of this mine, which will supersede entirely the heavy expenditure on steam-power.

PRINCE OF WALES.—J. Gifford, F. Phillips, Sept. 29: In the 90 east the lode is 3 ft. wide, composed of capel, quartz, and a little muddle and tin intermixed, and letting out water. In the 90 west the lode is 1½ ft. wide, composed principally of capel, with occasional spots of copper and muddle intermixed. In the 77 west the lode is 2½ ft. wide, worth full 20¢ per fathom for copper. The slope in the back of this level is worth 15¢ per fathom. All other stopes in the copper department without alteration to notice.—Tin Department: In the 77 east the lode is 3 ft. wide, worth 10¢ per fathom. The slope in the back of this level is worth 10¢ per fathom. In the 65 east the lode is 2 feet wide, worth 8¢ per fathom. The slope in the back west 8¢ per fathom, and from present appearance we hope to sell 6 tons before next meeting.—Silver Department: In the 20, west of Queen's shaft, there is no change. In the stopes in the back of this level we are raising some low-class silver ore.

PRINCE OF WALES.—T. Foote, G. Rickard, Sept. 27: The 50 fm. level cross-cut is extended altogether north of Harris's engine-shaft 7 fms. towards the north tin lode; the ground is a little more favourable for driving, with an increase of water coming freely from the end. We have not taken down the leader part of the lode in the 50 west for the last 6 ft. driving, but shall do so in time to report fully on it next week.

REDMOOR.—F. Bennetts, Sept. 23: The lode in the 25 west is disordered by the intersection of the 100 west, and at present it is not to value. The lode in the slope in the back of the 25 is worth 10¢ per fathom. The lode in the end and slope west of the south shaft is worth 7¢ per fathom. The lode in the east end of the south shaft is worth 5¢ per fathom.

RHYDALLOG.—James Dunkin, Sept. 23: In the 25, west of engine-shaft, the lode is 3 feet wide—a very fine looking lode, composed of blende, carbonate of lead, and lead ore, and worth for lead 10 cwt. per fathom. In the 15, west on new lode, the lode is 4 feet wide—a splendid looking lode, and producing good stones of lead. In the new shaft on this lode the lode is 4 feet wide—a fine looking lode, producing good stones of lead.—Surface Operations: With this department we are getting on very well, and shall have in a short time a fair parcel of lead for the market.

ROCHE CONSOLS.—Thomas Parkyn, Sept. 23: The 16 stamps are working day and night, and we have a full supply of water by repeating it. The engine-shaft is sinking very satisfactorily, and we shall commence to cut plat next week, and the moment this is done we shall drive to the lode. All things are going on well, and we have some good work for tin coming from the stamps; but more about this in next report.

ROMAN GRAVELS.—A. Waters, Sept. 23: The mine is opening well, and never looked better than now. We have been much delayed in the erection of the underground engine by not receiving the whole of the steam pipes in time; the pieces required, however, arrived at Minsterley by passenger train this evening, and is by this time at the mine. The new south engine-shaft is about 20 fms. deep, and going down steadily. We have delivered the 125 tons of lead ore sold last, and are preparing for the next sampling, to be this day week. A full report, with setting list, on Thursday next.

ROSEWALL HILL AND RANSOM UNITED.—J. Daniel, Wm. Bugelhole, Sept. 27: Standard lode: The lode in the 110, driving east of Ransom shaft, is 2½ ft. wide, worth 6¢ per fathom. The lode in the 100, driving east, is 1 foot wide, worth 6¢ per fathom. The lode in the 100, driving west, is 1½ ft. wide, worth 6¢ per fathom. The lode in the 100, driving west, is 2 ft. wide, worth 10¢ per fathom. The 90, driving east, on the north part of the lode, is looking a little better, producing some good stones of tin. The lode in the 90, driving east, on the south part, is small and poor. The lode in the winze below the 80 is not looking so well as it was last week; it is now 3 ft. wide, worth 20¢ per fathom. The lode in the 60, driving east, is 10 in. wide, worth 8¢ per fathom. There is no change in the 100 driving west of sump-shaft.—No. 2 North Lode: The lode in the 100, driving west of the cross-course, is in disordered ground. The lode in the 100, driving west of the cross-course, is 12 ft. wide, worth 10¢ per fathom. Our tribute department is not looking quite so well.

SOUTH CARN BREA.—Wm. Rich, Jas. Knotwell, Sept. 27: The lode in the 150 east is large, and looks promising to improve; it is letting out more water, and carries good stones of tin. The 140 west has a better appearance, the lode carries well-defined walls, the ground is also easier. The 130 east is worth 25¢ per fathom. The slope in the back of the 130 is worth 35¢ per fathom. The 108 east is worth 25¢ per fathom for tin. The slope in the back of the 130 is worth 40¢ per fathom.

SOUTH CONDUIT.—W. Vivian and Son, W. Williams, Sept. 27: In the 82, west of King's shaft, we are still driving on the slide. In the 71, west of King's shaft, we are carrying a width of about 7 feet, which we estimate to be worth about 40¢ per fathom. In the 71, east of the cross-cut, west of King's shaft, we are carrying a width of about 6 ft., which is worth about 15¢ per fm. In the 61, west of Vivian's shaft, the lode is 6 in. wide, and worth about 4¢ per fathom. In the 61, east of the cross-cut, west of King's shaft, the lode for a width of 10 ft. is worth about 35¢ per fathom. In the 51, east of the cross-cut, west of King's engine-shaft, we are carrying a width of 10 ft., which we estimate to be worth about 40¢ per fathom. In the 41, west of the cross-cut, carrying the same width, which is worth about 40¢ per fathom. In the 10, east of the new shaft, the lode is 2 ft. wide, and worth about 12¢ per fathom. The stopes are looking much as usual, and other points of operation are without alteration requiring remark.

SOUTH DARRIN.—John Bonny, W. H. Bonny, Sept. 26: The lode in the 80 west maintains its size, character, and value, as reported on last week, worth for lead and copper ore 26¢ per fathom; we expect further improvement at this place as the level is extended. The lode in the 70 west is 3 ft. wide, which has further improved, and worth for lead and copper ore 16¢ per fathom, and presenting a very promising appearance. There is nothing otherwise new in the mine since our last report.

SOUTH HERODSFOT.—W. Goldsworthy, Sept. 23: The men are making good progress in each level, but there is no change to notice since my last report.

SOUTH MERLILYN.—Sept. 23: I have no alteration to report, but to confirm the improvement at the several points previously advised.

SOUTH VAN.—James Richards, Sept. 23: In driving the cross-cut at the 30 we are daily meeting with more spar, which renders our progress very slow. The same is extended from shaft 3 fms., and I calculate we shall have about 1 fm. further to drive to intersect the lode. I am pushing this on as fast as I possibly can.

SOUTH WARD.—Thomas Foote, Sept. 26: Good progress is being made in sinking Thomas's engine-shaft, and hope to accomplish 4 fms. this month; the lode is getting more settled, and still producing good work in the branches, as referred to in my former reports. The lode in the 40 fm. level south during the past week has improved, and a fine looking lode in the end at present. I still look forward for this lode to improve as we get further south; a fine pile of work drawn from this end. We have taken down the lode in the rise and slope at the 25 fm. level north. We have taken down the lode in the rise and slope at the 25 fm. level north. We have taken down the lode in the rise and slope at the 25 fm. level north. We have taken down the lode in the rise and slope at the 25 fm. level north.

ST. AGNES CONSOLS.—William Vivian, Sept. 27: We have cut through the lode in the shaft on the new north lode; the lode is about 1 ft. 6 in. wide, very level, and promising appearance, and producing some good tinstone. It is seldom I have congenial for tin, and we have 3 fathoms from surface. We have commenced to sink the shaft again, and expect to cut the lode in the shaft in 9 ft. or 2 fms. sinking. We are pushing on the building of the engine-house and the work at shaft with all practicable speed.

TAMAR VALLEY.—J. Goldsworthy, Sept. 23: In the 37, driving south of Watson's engine-shaft, the ground by the side of the lode is a light blue clayey being made. We shall take down the lode early part of next week, and judging from the present healthy appearance of the lode, and from the old working material change to notice since last reported on. The tribute pitches are without alteration requiring remark.

TANKERVILLE.—Arthur Waters, Sept. 26: We have a magnificent lode still going down in the bottom of Watson's shaft below the 110. The finest lot (great ore) of solid lead of ore brought up to-day that we ever had. Fine course cross-cut, holding to the inch as for dialling. Next month I hope to sink the level, below the 22 and rising above the 42 at same time.

TANKERVILLE.—A. Waters, Sept. 23: Watson's shaft, below the 110 fathom value over previously set on it; the cavity continues to down in our track as still going forward in a rich lode. No change in the 110 east; the end is still going forward in a rich lode. The stopes in the back of the 110 and 100, as the 74 west, on old lode, is looking a little better than when last reported on. We have holes in the new engine-shaft to the 22 fm. level, below add, making it looked hole, crammed with 55 fathoms. The old shaft being literally a miserable rock, cast-iron pulleys, &c., a wrought-iron chimney, 7-in. pumps, iron main, &c., therefore, to find the shaft to be very careful with the instrument. It is progressing fairly. We are busy with the erection of the large engine at Watson's. On Tuesday last we sold 80 tons of lead ore.

TERRAS (Tin).—M. Rickard, Sept. 23: The ground in the new engine shaft continues good, but the water steadily increases, both from above and below. The engine is all but in readiness to work, and directly the pitwork is fixed (and with which we are now proceeding) the engine will be set to pump, and much quicker progress will be made in the sinking of the shaft. The cross-cut to the level of the 100, west of the 100, is progressing favourably. The lode in the level south of the north shaft is producing some very good tinstuff, and the ground can be worked at little cost. The slope in the back of the deep level, on the elvan, is producing good tinstuff. The deep level on the elvan continues to yield superior stuff. The winze in the bottom of the deep level, on the elvan, is suspended for the present, and the men are engaged cutting out ground towards the new winz-shaft, in order to effect an early communication, and when done the sinking will be resumed. The new canter lode, south of trial shaft, has much improved. The new canter lode, north of trial-shaft, has much improved, and is now yielding excellent tinstuff; we are laying open some very desirable ground at this point. The new elvan has much improved, and is now yielding a better class of stuff, the surface works are being urged on as fast as possible.

TRELEIGH WOOD.—G. R. Odgers, Sept. 27: The engineers have commenced heaving in the engine; they have placed the main beam in its proper place, and we are getting on with the work very satisfactorily.

TREKREW.—Sept. 23: Since my last letter of the 18th the lode has very much changed. On Friday the men cut soft ground, with all the water in the bottom of the end; the lode is 3 ft. wide, composed of spar, with peach, and plenty of clay. It is a very kindly looking ore, and we have not yet to drive at 21 per fathom. We have eight men working early on Monday mornings and late on Saturday nights, so as to hasten on the driving.

TREVARACK.—Thomas Uren, Sept. 26: The lode in Brown's engine-shaft continues to look well in sinking; it is full 3 ft. wide, producing good stamping work. In the 30, driving west, the lode has a beautiful appearance; it is 3 ft. wide, producing saving work for tin. In the 30 east the lode has very much improved in quality within this last week, and from its appearance there is every reason to expect it will continue to improve.

VAN CONSOLS.—T. Corfield, Sept. 23: There is nothing new to notice in the bottom of the shaft. There is a considerable stream of water coming from the deep add, which makes it very difficult for clearing. I have put the men now to drive a side level, and intend to turn into the old level again after going on a few fathoms, as I believe the water is coming from the back and not from the end. The lode is composed chiefly of flookan, containing rocks of sulphate of barytes, and a little lead and blende. At Little's shaft the ground continues to be hard and wet, but the men are getting on very well with sinking.

VRON UNITED.—M. Francis, Sept. 23: The mine, I am glad to inform you, looks better than it has done for a very long time. Our stopes are yielding well, and the ground is looking much better. The lode is 3 ft. wide, weighing fully ½ cwt. are not unfrequent, and there every chance of an early improvement. The ground in the 100 west is looking more promising, and we are expecting every step to get into the lode. The 80 west is a little easier, and we may rely upon seeing productive ground in it very shortly. No change at Brynecoch. We have 10 tons of ore ready for sale.

VRON UNITED.—M. Francis, Sept. 23: I am glad to inform you that the stopes in the eastern part of the mine have improved considerably, and both are now yielding capital stuff, better than I have seen for a very long time; whilst the presence of particles of lead ore and blende in the 100 yard level west attest that we are in proximity to the lode, and it is not improbable that we shall intersect it before the end of the week. The 80 yard level west is looking very promising, and all that is wanted to land us in a good body of ore in this quarter is the exercise of a little patience. We have just sold 10 tons of ore, and shall be enabled, from present appearances, to make regular monthly sales in future.

WEST BASSET.—J. Gilbert, Sept. 27: Grenville's Engine-Shaft: The lode in the 174, east of the shaft, is 2½ ft. wide, producing saving for tin, and good stones of copper ore. The lode in the 174, west of the shaft, is producing stones of copper ore, the lode in the 144, east of the shaft, is worth for tin and copper ore 10¢ per fathom, promising a fine lode. In the 134, west of the shaft, the lode is 2 ft. wide, and worth for copper ore 8¢ per fathom. The lode in the 124, west of the shaft, is worth for tin 7¢ per fathom.—New Lode: The 104, west of shaft, is worth for tin 7¢ per fathom. The lode in the 94, west of shaft, is worth for tin 8¢ per fathom. The lode in the 84, west of shaft, is worth 8¢ per fathom.—Flat Lode: The 114, west of cross-cut, east of Percy's shaft, is worth for tin 7¢ per fathom. The lode in the 124, west of cross-cut, is worth 8¢ per fathom. The 134, east of Grenville's shaft, on this lode, is producing saving work for the stamps. The lode in the 144, east of cross-cut, east of Percy's shaft, is worth for tin 9¢ per fathom. The lode in the 144, west of cross-cut, is worth 8¢ per fathom. We are driving a cross-cut north at the 134 about 60 fms. to the east of Percy's shaft, and expect to cut this lode in about two months.—Thomas's Engine-Shaft: We have forked the water, and cleared this shaft to bottom, which is 6 fms. below the 164; the lode in the shaft is 3 ft. wide, producing saving work for tin. We have intersected the canter lode in the 124 cross-cut south from this shaft, and find it to be 3 ft. wide—a promising-looking lode, and producing low quality tinstuff. The lode in the 52, east of Carlie shaft, on Hamby's lode, is worth for tin 12¢ per fathom. Our tin and copper pitches are making their usual progress, and are working at an average of 10¢ in 17. We have completed the building of the stamps engine-house, and have commenced will all speed to erect the engine. We hope to get the engine and stamps in working order by the end of the present year. We are also making good progress with the burning-house, arsenic chambers, and dressing floors, so that this department shall be quite ready by the time the new stamps goes to work.

WEST CARADON.—N. Richards, Sept. 27: Marina's Shaft: Allen's lode, in the 66, will produce west of cross-cut 2 tons of copper ore per fathom; east of cross-cut, 1 ton per fathom. The lode in the 100, driving east, is a lode intersected in this cross-cut, is over 2 ft. wide, and has a very kindly appearance; we shall, therefore, soon ascertain its size and value when free from the influence of the cross-course. Allen's lode, in the 55, east of cross-course, will produce 1½ ton per fathom. The new lode cut north of Allen's lode, east of cross-course, is a little disordered by a cross-head; this we regard as only temporary, now worth about 1 ton per fathom—a very strong-looking lode. The winze sinking below the 42, east of cross-course, will yield 1½ ton per fathom. There is no particular change to notice in the 42 cross-cut south since last reported on. The lode in the 42, west of the 42 fm. level, where the shaft will come down, our object being to open up this piece of ground against the shaftmen reach this point, as we are anxious to hasten on the completion of this shaft as early as possible; the shaftmen are making fair progress in cutting down and securing the same. The machinery is working well.

WEST CWM ERFIN.—Sept. 19: The ground in the cross-cut going north of the add level, east of engine-shaft, is without any particular change, being rather hard for exploring; small branches of spar, &c., are still being met with, which contain spots of lead and copper ore.

WEST DRAKE WALLS.—Thos. Richards, Sept. 27: We expect to commence the cross-cut north of the 100, in a few days, and no time will be lost in pushing on the same to the lode. In the western end of the shaft we have broken some good tinwork from some branches crossing towards the lode. In the 55 east the lode is large, containing muddle, with tin and copper intermixed. There is no other change of importance to report on.

WEST ESKAIB LLE.—R. Harvey, Sept. 23: We have broken some good ore from Hamilton's shaft since my last advice, and in consequence of the great increase of water in the lode we have not been able to sink so fast as should wish. I see no other change to notice in any of the other bargains since last reported on. We are pushing on our surface operations as fast as possible, and hope to be ready to start the wheel next week.

WEST JEWELL.—Joseph Michell, Sept. 23: All the underground and surface work in this mine is being carried on with vigor, and to our entire satisfaction. Greene's engine-shaft is now in fork 4 fms. below the 30, and within one month from this date we calculate to reach the 42, where we expect to find some rich tin ground, that will very considerably increase our returns, and leave good profits to the shareholders.

WEST MARIA AND FORTESCUE.—Wm. Skewis, J. Donnal, Sept. 27: West Maria Lode: The lode in the 82, west of the 82, is 2 ft. wide, and worth 12¢ per fathom. The lode in the 82, east of the 82, is 2 ft. wide, and worth 12¢ per fathom. The lode in the 82, west of the 82, is 2 ft. wide, and worth 12¢ per fathom. The lode in the 82, east of the 82, is 2 ft. wide, and worth 12¢ per fathom. The lode in the 82, west of the 82, is 2 ft. wide, and worth 12¢ per fathom. The lode in the 82, east of the 82, is 2 ft. wide, and worth 12¢ per fathom.

WEST PRINCE OF WALES.—J. Gifford, Sept. 23: In the 60, both east and west, we are carrying about 1½ ft. of the south part of the lode, which yields a little tin, but not rich, and we intend driving on the above part for another month, and then cross cut through the lode to prove the north part, which, so far as seen, is the best.

WEST TANKERVILLE.—Arthur Waters, Sept. 23: The 41 south, on Wood vein, is just as last reported on, in a large lode, with a branch of good orestuff up and down the end. Everybody is of opinion that a rich lode is before us. The 28 south, on Carlie lode, is now getting a very good ground. The water is going down out of the old workings below add on this lode quickly. If reports be true, we shall soon be to the bottom of the said workings in 2 fathoms deeper than present water line. The stopes, &c., here are without change since our last report.—California: The men are getting on with cutting plat in the deep add or bottom of engine-shaft. The same applies to cutting winze-plat in same level south of shaft. The slope in the roof of add south is worth 1 ton of lead ore per fathom.—South Boundary: The shaft is now in thorough trim, and the men (nine of them) are about to sink 20 fathoms into the lode. The lode in the 20, west of the 20, is 2 ft. wide, and worth 12¢ per fathom. The lode in the 20, east of the 20, is 2 ft. wide, and worth 12¢ per fathom. The lode in the 20, west of the 20, is 2 ft. wide, and worth 12¢ per fathom. The lode in the 20, east of the 20, is 2 ft. wide, and worth 12¢ per fathom.

WHEAL BULLER.—James Inch, Sept. 23: Setting Report: Hocking's shaft to sink under the 114 by nine men, at 15¢ per fathom, worth for tin 70¢ per fathom. The 114 to drive east by six men, at 15¢ per fathom; this end is producing low quality work for tin. The 114 to drive west by six men, at 15¢ per fathom, worth for tin 14¢ per fathom. The slope in the back of the 102 by four men, at 15¢ per fathom, worth for tin 14¢ per fathom. The 102 to drive east by six men, at 15¢ per fathom, worth for tin 14¢ per fathom. The 102 to drive west by six men, at 15¢ per fathom, worth for tin 14¢ per fathom. The 102 to drive east by six men, at 15¢ per fathom, worth for tin 14¢ per fathom. The 102 to drive west by six men, at 15¢ per fathom, worth for tin 14¢ per fathom.

WHEAL BULLER.—James Inch, Sept. 27: Hocking's shaft continues to look well, and is worth for tin 70¢ per fathom for the length of the shaft, which is 2 fms. long. The 114, driving west of this shaft, is worth for tin 14¢ per fathom. The 114, driving east, is producing low-quality work for tin. We are pushing on all the other parts of the mine with all speed. There is nothing new in any other part of the mine since Saturday's report.

WHEAL CEBBOR.—John Goldsworthy, Sept. 27: In the 120, driving east of Cock's shaft, the lode is 2 ft. wide, composed of capel, quartz, prina, white iron, and muddle, and produces occasional stones of yellow copper ore, with a promising appearance. There is no change in the 56 cross-cut south. In the 72 east the part of the lode now being cut into is composed of white iron, muddle, capel, and good stones of copper ore intermixed; the lode being very much improved, and the progress rather slow, but the appearance of the lode is very encouraging. In the level driving east from the back of the rise, in the back of the 72, no lode has been taken down this week. In the 60, west of Kelly's shaft, in the pitch in the back of the level close to the end, the lode is exceedingly promising, worth full 12¢ per fathom. The tribute pitch in the back of the level, on the whole, is looking much better than it has done for some time.

WHEAL FRIENDSHIP.—Sept. 23: In the 160 fm. level, west of Whitburn's

cross-cut, the lode is so broken up and disordered at present that we can scarcely report it any lode at all. The winze below Fellow's slope is down 3 ft. 6 in., and discovering that a part of the lode is still standing on the north side we have stopped sinking for the present, and put the men to a rip down the horse adit to report in any of our stopes since our last, neither in the 80 fathom level cross-cut south in the Glebe. We have a breakage at the old sump-shaft; the first piece of main-rod from surface divided, and in its fall it carried away the catches, and very much injured the angle-bobs in the 26 fm. level. This took place on Friday night last, and we hope to do the repairs and set the engine to work again some time on Wednesday next.

WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, Sept. 23: There is no change to notice in any part of this mine since the meeting. We hope to take down the lode in the various places next week, when you shall have full reports.—G. R. Odgers, W. Bennetts, Sept. 23: In the 140 fm. level cross-cut north the ground is very favourable for driving. In the 110 east the lode is undergoing a great change for the better; it is 2 feet wide, producing tin, and we hope in a few days to be able to put a value upon it. The lode in the 100 east is worth 10¢ per fathom. In the winze sinking below this level the lode has improved to more than 70¢ per fathom—a fine lode for tin. The slope above this level is worth at least 140¢ per fathom for length of slope. The lode in the 90 fm. level end is worth 8¢ per fathom. We have communicated the 80 fm. level winze with the 90, and in doing so we have discovered that the lode we have been driving on in the 90 is only a part of the lode, the main part being about 10 feet south. The lode in the 80 fm. level winze is worth 40¢ per fathom, and we think that by driving 10 feet south at the 90 we shall come into a lode of equal value; a few days will decide this point. The lode in the 60 east is worth 15¢ per fathom, and the 66 west 12¢ per fathom. The two stopes on the dropper are worth 15¢ per fathom each.

WHEAL KINGSTON.—W. Metherell, Sept. 23: We have opened up two fine east and west copper lodes, the first lode full 7 feet wide, 4 fathoms from surface, composed of rich gossan, prina, and beautiful quartz, containing silver over 7 ozs. to the ton of stuff; this is the same lode we are driving on at North Kingston. No. 2 lode further south, about 8 to 4 feet wide, composed chiefly of gossan, quartz—a very pretty lode.

WHEAL KITTY (St. Agnes).—S. Davey, John Williams, Sept. 23: New Shaft—Pryor's Lode: No change to notice in this shaft sinking below the 118 fathom level. In the 118, driving west of shaft, the lode is worth for tin 13¢ per fm. In the 118, driving east of shaft, the lode is worth for tin 9¢ per fathom. In the 108, driving west of shaft, the lode is 3 ft. wide, showing a better appearance, and worth for tin 14¢ per fathom. In the 108, driving east of shaft, the lode is disordered by a gossan. In the 94, driving west of shaft, the lode is worth for tin 12¢ per fathom. The lode in the rise in the back of this level is worth for tin 12¢ per fathom. The ground in the cross-cut driving south of the 94 east is much the same as when last reported. The lode in the rise in back of the 34 east is producing saving work for tin.—Old Lode: In the 82, driving west of Hoigate's shaft, the lode is unproductive.

WHEAL LUCY.—W. Harris, Sept. 27: The two ends driving 10 ft. below the add never looked better than they do to-day; I like the appearance of them very much indeed. The lode in our middle shaft has very much improved, it is a well-defined lode, composed of quartz, capel, and rich tin. There is no particular change in the lode in our eastern shaft, nor in the lode driving west of the engine-shaft, but the rough weather has impeded the progress of the engine-house. We are pushing on our surface department with all possible speed, and our mine, on the whole, never looked better than it does to-day.

WHEAL SPARON.—W. Tregay, Sept. 23: There is no change here to report; the ground for cross-cutting is favourable.

WHEAL UNY.—Wm. Rich, Matthew Rogers, S. Conde, Junr, Sept. 23: The rise in back of the 160, east of engine-shaft, is worth 18¢ per fathom. The 140 east is worth 10¢ per fathom. The 140 west is worth 10¢ per fathom. The 120 east is worth 10¢ per fathom. The 120 west is worth 10¢ per fathom. The 110 east of Gooding's, 15¢; the 100 east, 7¢; the 80 east, 20¢; the 60 east, 20¢; and the 45 east 7¢ per fathom.

FOREIGN MINES.

PACIFIC.—The directors have this week received from their mines at Lander Hill 15 bars of silver; value, \$9553.19 (1930).

BIRDSEY CREEK.—J. A. Stone, Aug. 25: Neece and West Tunnel: Upon survey and exact measurement I find the tunnel will be 1100 ft. in length, which takes it 100 ft. ahead of the old one. I commenced the new tunnel 15 ft. higher in the Creek, and run on an 8-in. grade (which is ample), and at 15 ft. in the 1100 ft. the tunnel will be 38 ft. deep in the bed-rock, which is 13 ft. deeper than I anticipated I could get, in fact I am much pleased with the result of the survey. I can get an excellent tunnel. I am now working two men on the tunnel, and shall put on two more next week, and drive it as fast as possible; it is already driven ahead 36 ft. from place of commencement. When I have got it well started I shall advertise for proposals to drive it by contract at a stipulated price per foot, and if I receive bids which will justify me I shall contract 20 or 30 feet, always retaining one-third of the pay until the whole contract is completed. This I do to ensure the completion of the contract, or forfeit to the company the one-third retained. I am also working two and sometimes three men in the Neece and West claim, driving the cuts ahead, and fitting for water when it again comes.—Ditch: I am now working 40 Chinamen and 12 white men on the ditch, and have just got fairly started and everything running smoothly. I have contracted for the lumber (over 1,000 ft.) for the flumes at \$2 per thousand; it is to be all sugar-pine, and all from the heart of the trees. It will last 10 to 12 years, where other kinds of timber will last only five to six.—Uncle Sam: The expense of the 28 days' run was \$795; gross returns from mint, \$2295.39; net profit, \$2295.39. The run, as I stated in a former letter, was made outside of the best pay dirt. About three-fourths of the run I only washed 12 hours out of the 24; I could not get water to wash the entire 24.—Neece and West: The time consumed in the run was 26 days, but the actual washing was only 14½ days of 10 hours each. The expenses of the 26 days' run was \$2224.8; gross returns from mint, \$1568.86; net profit, \$746.38. I will send pay-roll and printed statement of cost and returns at the end of the month. Since writing the above I have been to the end of the ditch. The miles of the digging on the upper end of the ditch has already completed, but the digging was easier than a large portion of the ditch below. I believe I have now secured everything of immediate importance.

The Superintendent (Sept. 7) writes—"The purchase of the Duryea ground will be consummated as soon as I receive word the money has come. I am getting along with the ditch well. I have 40 Chinamen and from 12 to 16 white men employed. I am working two shifts of ten hours each on the Neece and West tunnel; it is now in 58 ft., and has not cost over \$4 per foot; as far as I have driven it it works better than I anticipated. I have got the cuts to the old tunnel run ahead, and sluices in, ready for water when it comes. I send pay rolls and statements to-day."

SWEETLAND CREEK (Gold).—G. D. McLean, Sept. 5: We are working to run out the upper end of the old creek sluice, above the shoals, which has been covered with tallies since, and long before, the present company bought the mine. The work done on the falls below has increased the grade, and drawn the tallies, so we shall be able to reclaim the sluice. The seam in the tunnel continues good, having one smooth, perpendicular wall, and a gauge several inches thick. The tunnel is now in 225 ft., the hands having driven 20 ft. last week. We shall clean up during next week, but quite an amount will be required to meet taxes and powder bills for some 110 kegs I have been purchasing; we shall have a fair return. [Since telegraphed: Gross returns, \$3000; paid for taxes and powder, \$5000. Powder has advanced about 50¢, and I am sorry to say, will, I think, go higher. I have purchased this lot at the old price. The aggregate will reach something near \$2000. I will send you vouchers of all when paid. Our tunnel is progressing, and if we should fail to work to much profit before it is in we have a very good prospect when it is finished.]

UTAH (Silver).—James Nancarrow, Sept. 6: In my last I advised you that we had sold here bullion to the amount of \$1850.00, and yesterday we sold a small lot for \$561.00, the particulars of which I enclose, and we shall sell some more to-day. I also enclose costs for July, with vouchers, which I hope you will find correct. I am pleased to tell you that the furnace has been running well for the last week, and I hope we have got over our difficulties. The quantity (21 tons) was not so much as we expected, but you will see that we have a higher yield of silver. The first lot gave 32.94 ozs., and what we sold yesterday gave 42.15, and what we have for sale to-day is still higher. The mine, I am pleased to say, still looks well, and we have an abundant supply of ore. We shall have to calcine a portion of it, for in places the vein is mixed with iron pyrites. This can be easily done, and then the iron will assist in running the ore. We have most of the castings on the ground for the furnace, and expect the balance every day. Our masons are at work on it, and we shall be getting it to work. This new furnace is much larger than the old one, and will smelt double the quantity of ore.

With this week's Journal a SUPPLEMENTAL SHEET is given, which contains—Original Correspondence: Explosion of Gas in Collieries, No. 11; Cheap Mode of obtaining Increased Ventilation (J. Deacon); Atmospheric Rock Boring by Machinery (G. Ball and Co.); On the Dressing of Ores, No. XII. (Illustrated), by J. Darlington; Magnetism of Iron Ships; Influences of Cross Currents and Faults on Metalliferous Veins (R. Knapp); With what are the Strata about Productive Copper Lodes Mineralised? (J. Payne); Utilisation of Sulphur Vapours; China Clay the Staple Manufacture of Cornwall; Science of Investment (L. Tredinnick); Tributaries Ores; West Eggar Lye Mine (G. J. Hamilton); Mynyddorodu Mine, Cardigan-shire; Parys Mine, Anglesey; Great North Laxey Mine; Terras Tin Mine, and its Prospects (R. Symons, J. Addison); Silver-Mining in Nevada and other Pacific States; Eclipse Mining Company—Iron Trade of Northamptonshire—Excursions of the Iron and Steel Institute—The Subterranean World (Dr. G. Hartwig)—Internal Temperature of the Earth—Meetings of the Peak Downs, Assheton, Penrhyn, Tan-y-Alit, Eggar Lye, Florida Silver Lead, and Perran Consols Mining Companies—A Trip through the Utah Territory, U.S.—Foreign Mining and Metallurgy—Foreign Mines Reports—Reports of the Commission on Coal—Meeting of the Steam Users' Association—Copper Ores Sales at Truro—Patent Matters, &c.

GREAT WHEAL VOR.—A quarterly general meeting of the shareholders was held at the office of the company on Thursday, the 28th inst. The finances made up to the day of the meeting, and charging all known liabilities, showed a balance in favour of the company of £437. At the meeting in June last there was a balance against the mine of £1559, so that the actual profit realised in the quarter was £1903, and the reports of the agents considered very encouraging for the future. The position of this mine altogether is very satisfactory.

WHEAL BULLER.—A further appreciable rise of 7½ 10s. has taken place in the shares of this mine during the week—from 27½ to 35, which must be gratifying to those fortunate shareholders who still retain their interest; apparently they may be doubly rewarded for their perseverance, if Carn Brea Mines can be quoted as an example, shares of which advanced from 15½ to the present marketable value of 145½ to 150½ within a period of 12 months. Following Carn Brea, the late influential local buyers are desirous of removing the management from London to Cornwall, which, in itself, must be accepted as a forerunner that another prize is anticipated in Wheal Buller. The great improvement in the bottom of the mine continues to fully maintain its value, and the change from copper to tin in depth, referred to in last week's Journal, is the best feature in connection with this discovery. The tin standard having also advanced 3½, and likely to go considerably higher, cannot fail to stimulate purchases, more especially when the mine is only divided into 512 shares, whereas Carn Brea has 1000, Dolcoath 1432, Cook's Kitchen 2450, and Tincroft 6000 shares.

THE FLORENCE AND TONKIN MINING COMPANY (Limited) have recently acquired a most valuable sett to the south of the Florence and Tonkin Mines, known as Pengelly, and from the discovery already made there seems to be every probability of another great mine being worked in the Callington district. There has been great competition in the endeavour to obtain a grant of this sett, but the Florence and Tonkin Company have taken the property boldly in hand, with a determination to develop it with spirit and prudence. Every experienced mineralogist who has examined the geological features which here present themselves unhesitatingly predict a rich reward for the application of capital and enterprise in this sett. Yet the value of both Florence and Tonkin Mines must be taken likewise in the estimate of immense returns of ores which will very shortly be made. A surface accident a short time back has caused temporary delay, but the reports point to a very early renewal of active operations. The samples of both tin and copper at the offices are encouragingly indicative of large masses of wealth awaiting the application of "pick and gad."

CHONTALES.—According to Mr. Belt's letter of August 3, circulated by the directors, he advises that the expense of erecting the new stamps, &c., be paid out of the capital (as no doubt it should be), "and divide (he says) the profits we shall make amongst the shareholders." "I am exceedingly wishful (he adds) to see ours amongst the dividend-paying companies, and I think that if the above policy he adopted it may take its place amongst them in a short time." The very rich vein in No. 1 level at San Benito East, valued at 5 ozs., part at even 100 ozs. per ton, had been passed through, but it was 14 feet wide (or rather we should say that length on the course of the lode), and "was dipping east and going down below the bottom of the level and up through the top of it. I expect that we shall cut it soon in No. 2 level, and have no doubt whatever but that we shall get a large quantity of gold from it." This discovery being made in San Benito, with three-quarters of a mile of nearly unexplored lode between it and Consuelo, makes it probably of great value. Mr. Belt further remarks that independently of this very rich vein "we have a large and profitable lode." On the whole, therefore, we think the shareholders may well congratulate themselves on the present brilliant prospects.

EBERHARDT AND AURORA.—A detailed and highly satisfactory report has just been forwarded to the shareholders. It is marked throughout with that caution which has characterised the whole of Mr. Phillpotts' communications, but shows that, while there have been those delays inseparable from the successful completion of such works as the International Mill and the wire tramway, both are now in effective working. At Ward Beecher Mine alone the discoveries made are sufficient to enable Mr. Phillpotts to see his "way clearly to extract ore of the assay value of \$50 per ton to supply the International Mill for the next twelve months." As this 60-stamp mill reduces 100 tons of ore per day, it is clear that the present reserves in this mine alone, irrespective of future discoveries, cannot be less than 36,000 tons of ore. It should not be forgotten that the company's small 10-stamp mill, working Ward Beecher ore, yielded in six months a net profit of 25,000. At the bottom of the mine, a depth of 90 ft.—a good body of ore is being opened out. Mr. Phillpotts adds that the working places are well open, the prospecting work proving well, besides which there are plenty of "reserves," his "great object being to gradually extend the workings so as to develop the property, and not follow the plan too often adopted of extracting all the ore from certain places at one time, and perhaps some months hence have to incur considerable expense in prospecting for new developments." At Eberhardt they "have a very good prospect of finding a good body of ore to the east of the old workings." Heavy dead work at this mine has been stopped—first, because there is an abundance of ore elsewhere; and, secondly, because during the fine weather Mr. Phillpotts is desirous to thoroughly sort the surface "dumps," and do all surface outtings. The "dumps" are yielding plenty of good paying rock, the average value being from \$45 to \$50 per ton. From the formation of the ground at Eberhardt greater depth is required, by which Mr. Phillpotts has little doubt they "will come upon a deposit which will sustain the character of this mine." At North Aurora the Lady's Chamber is proving equal to anticipations, the developments showing a fine rich body of ore. It is at this point where the discovery was made yielding from \$1500 to \$3000 per ton. Mr. Phillpotts does "not like to express too sanguine hopes, but ventures to state that these developments give the company quite a new mine." It is to be regretted that the directors did not append some explanatory remarks to the report above referred to, as thereby many idle and groundless rumours could not have been set on foot.

PACIFIC.—Nothing can be more cheering than the change which has taken place in the position of this great property since the late management has been succeeded by one thoroughly up to its work. The testing of the ledges has resulted in the proof of great riches in the vein, and as the ground is laid open the resources ascertained fully confirm the expectations entertained when the property was first brought into the market. Capt. Prideaux writes, under date Sept. 2:—"As soon as I can make arrangements for carriage I shall send 100 tons of ore to Mettacom Mill." Vigorous progress and large returns may now be confidently expected.

UTAH.—The latest report from Captain Nancarrow, the manager of this property, fully bears out the statement previously made by himself and other practical miners of high authority as to the great resources and admirable prospects of the mines. The managers say—"We got out last week 21 tons of bullion, and we shall go on increasing from day to day. Our new furnace is a copy of those running at Eureka; they work most admirably, and will do the work of two. We will send a large lot of bullion into the market in a short time." It is unanimously agreed that these will be amongst the most lucrative of the American silver mines. The following is from the Salt Lake Herald of Sept. 6:—

"The furnace of the Utah Silver Mining Company (Limited), in Bingham Canon, has been running about two weeks, during which time the bullion has been constantly rising in its value in silver. A new furnace now being erected, of 50 tons per day capacity, is expected to be ready in about a month."

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, SEPT. 29, 1871.

COPPER.		£ s. d.	IRON.	Per ton.
Best selected	77	0 0 78 0 0	Bars Welsh, in London	8 0 0 8 10 0
Tough cake and tie	74	0 0 76 0 0	Ditto, to arrive	7 15 0 8 0 0
Sheeting & sheets	77	0 0 78 0 0	Nail rods	8 0 0 8 0 0
Bolts	79	0 0 80 0 0	St. Staffs, in London	9 0 0 9 10 0
Bottoms	81	0 0 83 0 0	Bars " ditto	9 5 0 9 10 0
Old	80	0 0 82 0 0	Hoops " ditto	9 12 0 10 0 0
Burra Burra	76	0 0 77 0 0	Sheets, single	10 10 0 11 0 0
Wire	80	0 0 81 0 0	Pig No. 1, in Wales	4 10 0 5 10 0
Yellow Metal Sheathing	80	0 0 81 0 0	Refined metal, ditto	4 10 0 5 10 0
Sheets	80	0 0 81 0 0	Bars, common ditto	7 0 0 7 2 0
SPINSTER.			Do. mch. Tynor Tees	7 15 0 8 0 0
Foreign on the spot	£18	5 0 18 7 6	Do., railway, in Wales	7 0 0 7 15 0
" to arrive	18	5 0 18 7 6	Do., Sweden, in London	5 0 10 10 0
ZINC.			To arrive	10 0 0 10 10 0
In sheets	22	0 0 22 10 0	Pig, No. 1, in Wales	4 10 0 5 10 0
QUICKSILVER (p. bot.)	£10	10 0 10 0 0	Do. L. b. Tynor Tees	2 9 0 3 10 0
			Do. Nos. 3, 4, f. o. b. do.	2 6 0 2 7 0
			Railway chairs	5 17 0 6 0 0
			" spikes	11 0 12 0 0
			Indian Charcoal Pigs,	
			in London, p. ton.	6 5 0 6 10 0
			STEEL.	Per ton.
English blocks	£138	0 0 138 0 0	Swed., in Regs (rolled)	12 5 0 13 0 0
Do., bars (in bris)	139	0 0 139 0 0	" (hammered)	13 0 0 14 0 0
Do., refined	140	0 0 140 0 0	Ditto, in fagots	15 0 16 0 0
Ganex	135	0 0 137 10 0	English, spring	17 0 23 0 0
Straits	133	0 0 134 0 0		
TIN-PLATES.			LEAD.	Per ton.
IC Charcoal, 1st qua.	1 9	6 10 6	English Pig, com.	18 0 0 18 0 0
IX Ditto, 1st quality	1 16	0 17 6	Ditto, L.B.	18 2 6 18 5 0
IX Ditto, 2d quality	1 7	6 11 6	Ditto, W.B.	Nominal.
IX Ditto, 3d quality	1 13	6 14 6	Ditto, sheet	18 10 0 18 0 0
IX Coke	1 6	0 13 6	Ditto, red lead	20 10 0 20 0 0
IX Ditto	1 1	0 13 6	Ditto, white	20 0 30 0 0
Canada plate	1 10	0 15 6	Ditto, patent sheet	20 0 20 10 0
Ditto, at works	13	0 14 6	Ditto, Spanish	17 10 0 17 0 0

* At the works, 1s. to 1s. 6d. per box less. † Add 6s. for each x.
Tinne-plates 2s. per box below tin-plates of similar brand.

REMARKS.—It is at all times a pleasing task to have to comment upon subjects affording ground for congratulation, and in presenting the quarterly review of the Metal Market the greatest satisfaction is derived. Nearly each successive weekly report has shown a steady improvement in business, and on several occasions enhanced prices realised. No great activity was displayed at the beginning of the quarter, and the variation in quotations was trifling, but as time progressed a better tone prevailed, stocks were not so scarce, and the prospects altogether of a favourable character. The first movement was caused by the French buyers beginning to buy to a moderate extent, and such metals as they deal in exhibited marked firmness; buyers were anxious to effect speedy shipments for two reasons—the necessities of the people and the expectation of the imposition of restrictive duties. Very little doubt was then entertained, owing to the elasticity of French finance, that comparatively little difficulty would be experienced in the restoration of the French trade, and had buyers been able to follow up their purchases the markets were this would certainly have sustained a more rapid and important rise. The pause in the French demand certainly caused some slight disappointment; but, although temporarily delayed, the markets will, probably, soon receive the full benefit of an average business, and it is to be hoped that the good commercial relations between the two countries will ever continue uninterrupted. Notwithstanding the demand for France subsiding, increased activity set in from other places, the wants of buyers became pressing, buying proceeded on an important scale both for home consumption as well as for foreign account, fresh indent arrived from all parts faster than could be executed, producers at times scarcely being able to meet the demand made upon them, and the price for a delivery of the powers of supply, delivered consequently had to be postponed, and prices gradually stiffened, sellers openly expressing regret at having accepted orders at such unremunerative rates as then prevailed. The Bank rate declined, which tended to accelerate the rise in prices. Throughout the whole of the quarter prices have been firmly maintained, and in some metals higher values established. The fluctuation in prices being so little may be partly attributed to the very limited amount of speculation. Steadiness has been the characteristic feature of the market, the transactions being chiefly confined to bona fide requirements. The soundness of our markets have contributed materially to impart confidence to buyers, stocks being comparatively low, and supplies moderate, have given ample room for a considerable advance, and the very satisfactory condition of the affairs of this country have tended to dispel any uncertainty that might have previously existed regarding the future prospects of trade, and at the same time exercised a most salutary influence over our markets. The holiday season, which may now be considered fast drawing to an end, has somewhat interfered with the onward course of business, prices of some metals remained stationary, but the markets continuing strong dispelled all apprehension of a downward tendency. Now that the summer months are passed, which is generally a dull time for metals, there is every probability of the continuing quarter proving considerably better than its predecessor. There is everything at the present moment combining to give increased prosperity and dearer prices. That which is calculated to promote trade is already operating. Its foundation is solid and sure, and a good harvest ensures success not only to the agricultural districts, to the manufacturing towns, to the commercial ports, to the money markets, but in every part of the kingdom. The effect is of prodigious importance to the welfare of the whole community, and sellers may well look forward to the future with the greatest confidence. The markets cannot fail to flourish under such favourable auspices. The most essential material exists for the expansion of commerce, enterprise and rendering it prosperous. Three things are paramount to the development of trade, and all of them remain in our possession.

PEACE.—A good harvest, an abundance of money. Under such propitious circumstances a glimpse of the future may be easily gathered, but in forming an opinion it would be as well to prevent the possibility of disappointment, not to take too sanguine a view of things; but one thing is certain, that there is a sound basis to start upon, and, always providing against contingencies, there seems every probability that the last quarter will prove the best one of the year. The stability of the Bank rate, although not attended with serious consequences on the stock market, as yet has produced no alarm or had any visible effect on the position of metals. As previously intimated, speculation has been very restricted (Scotch pigs being the only article that has been speculated in to any large extent), and, therefore, prices are not likely to be affected by any moderate rise in money; in fact, in one respect it may be of service in restraining to sudden simple turns a market by preventing undue speculation, there is no fear but what prices will receive quite sufficient support from the daily legitimate requirements of consumers and shippers, and the truth of the old adage seems likely to be confirmed by the close of the year, that "All is well that ends well."

COPPER.—This metal has been remarkable for its steadiness, the amount of business has not exceeded the average, and the market for the most part has been quiet. A good demand existed at the early part of the present quarter, and there were indications of a great improvement about to take place. The French demand again revived, and considerable shipments of ingot and cake were made to Havre to meet the expectant wants, and to replenish exhausted stocks. The supplies from Chili also showed a great falling off in comparison with recent years, and sellers were buoyed up in the hope of obtaining a speedy advance. During the month of July a slight advantage in price was gained for unwrought, but in manufactured there was little doing. The increased price realised entirely from the requirements of trade, and not in any way forced. Later on orders began to get scarce, and sellers submitted to trifling concessions, buyers being unwilling to make any advance in the market, and a very quiet tone. Chili charters, however, continued light, and a change for the better was evidently, but silently, working its way. In August business was still limited, but prices remained unaffected, the large holders displaying great firmness, and declining to make any reduction in the raw material. Smelters were consequently disinclined to sell at any cheaper rates, especially as the exports to India showed that at no distant date renewed activity might be looked for from that quarter, and with the exercise of a little patience and unanimity on their part there would be no occasion to reduce prices; nevertheless, one or two did book some orders at lower rates, but immediately afterwards raised their prices again, in expectation of a large demand springing up shortly, both for home consumption and for exportation, the daily consumption being ever on the increase, and the firm conviction resting upon the minds of sellers that the worst of the season had been successfully ridden over, and that, sooner or later, the price of copper would attain its proper level, and more in accordance with previous years. The month of September has exhibited distinguishing features of improvement upon that of August, and holders have reaped the benefit of their decisive attitude. The summer months have passed away, always the dull season of the year for this metal, without any change in fixed rates, which peaks voluminous for the market, as there has been scarcely a summer for the last 13 or 14 years but what a reduction has been made, and no recovery until late in the season taken place. There need be no fear now but what the market will be able to hold its own for the remainder of the year, notwithstanding the announcement just made of rather heavy Chili charters—4000 tons. Nothing could be more conclusive, promising, or reassuring than the following statement of indisputable facts respecting the fortnightly Chili charters, from Jan. 3 to Sept. 3, showing a reduction of 36½ tons, compared with the same period of 1870, and 9623 tons less than in 1869. In 1869 the charters amounted to 38,923 tons; in 1870, to 39,923 tons; and in 1871, 29,300; exclusive of the last advice of 4000 tons. The stocks also compare exceedingly favourably, taking Havre, Liverpool, Swansea, and London, and the quantity afloat from Chili, including all charters to this time, are as follows:—In 1869, 45,474 tons; in 1870, 43,056 tons; and in 1871, 39,923 tons. In 1869, when the stocks were about 6000 tons, and the charters 9623 tons, larger than at present, the price was 99. Now that the condition of the market and its prospects have improved the price keeps fluctuating about 77½ 10s. only. The price in the autumn of 1870 was exceptional, on account of the French war, and therefore would be an unfair comparison with other years. Whenever India begins to make good the deficiencies, and does not seem probable that the time can be much longer delayed, it will be the signal for an advance, as the quantity to be made up is immense.

IRON.—During the present quarter iron has flourished, and been benefitted more than any other metal. The trade in pig-iron has

been enormous. The increase in the shipments of Scotch pigs alone for the nine months of the year is 140,000 to 150,000 tons. An advance of 6s. per ton has been realised in the course of the last three months. At the beginning of July mixed numbers were 57½; before the close of August it had reached to 63s. 6d. per ton; the price this month slightly receded, but the depreciation has been more from speculative sales than from any diminution in the consumption. The advance in the Bank rate has not little unsteadiness for a day or two in the market, and the price momentarily dropped to 59s. 3d., but has since partly recovered. As the prospects of the trade are very encouraging, there is no fear of prices being materially affected unless some great changes take place in the value of money. Any moderate rates, such as 5 per cent., is not likely to be attended with any serious consequences, as the market is too strong to admit of any sudden reaction. The value of other descriptions of pig-iron has also participated in the general improvement, and a proportionate rise established. The demand for the Continent has been very good, particularly for Germany and the Netherlands. Shipments to America have likewise been very large. The rail market has shown great activity, Russian and American orders being very extensive, which has kept the works both in the North of England and in Wales very busy. Contractors' rails have also been in good request, and a large addition of business has been obtained in light rails for tramways. As this latter is comparatively a new system, but meets with very general approval, it is probable from this source henceforth there will be an annually increasing demand for light rails. It is certain, as the advantages are becoming better known, there is scarcely a city or town in the world where it is not likely to be adopted. The success attending these undertakings hitherto will make it a comparatively easy matter to launch other companies of a similar kind. The projection of new lines of railway, and the numerous additions of branches, keep adding to the demand, which seems to be unlimited. There has been a moderate demand for merchant bars, and for other descriptions of forge and foundry iron. The variety of purposes to which iron is now applied is daily becoming greater, and must eventually result in higher prices. In buildings girders and columns, on account of their lightness, are used most extensively, and plates, T, and angles for the formation of arches and bridges, and in the construction of ships and steamers, iron vessels are now being very generally substituted for wooden ones, and as the cargoes are found to be delivered in much better condition, they will probably in course of a little time take their place. The requirements for tubular purposes, for the conveyance of water, gas, &c., continues to swell the demand, already difficult to keep pace with.

The iron trade is developed daily more and more in every direction. The demand for hoops seems to be especially increasing for baling and coopers' work. Nail rods are also more wanted, particularly for China. The demand for all descriptions of iron for Australia, Canada, and other colonies has exceeded the average, but to India the exports have diminished. The prosperous state of the trade enabled sellers to command higher rates, and this fact was not overlooked by the men who, being desirous to advance their interest, claimed an advance in wages. Orders having been booked to a considerable extent, it was impossible for the masters to do otherwise than comply with the men's request; and as long as the masters are not immoderate in their prices trade is not likely to be affected by the change. So far as this country is concerned the difference can make little or no impression, but it may be otherwise with the foreign markets. There is an indisposition still manifested on the part of ironmasters to accept the rise of 20s., and many decline further contracts under 80s. Should there be no response to these advances in the markets abroad lower rates may have to be taken. The rise seems to be too hastily subjected to be lasting, especially as Christmas is ahead, when orders usually drop off. Swedish bars, however, maintained their position very well. When the heaviest arrivals were reported the price wavered very little; the bulk of the assortments have been disposed of at 9½ 10s. to 10½. The quantity offered for sale lately has been small, and holders have realised higher rates, 10½ 10s. to 10½ 10s. being now the current quotation for landed parcels, and 10½ 10s. ex ship. The value of iron in Sweden is very much higher, and cannot be replaced at these prices; and there is no doubt that sellers would do better by holding. The tenders at present are mostly limited to old prices, and consequently cannot be exacted. There is no chance of prices going back, as the timber ships from the Gulf of Bothnia are few, and supplies from Gothenburg would cost 10s. to 15s. per ton above present rates here. Freight and insurances after this month will be getting dearer, and buyers would do well to secure that which is now offering on the market, as prices are expected to rule higher next year.

LEAD.—Quotations for the last three months have not varied more than 2s. 6d. per ton. The market has been particularly uniform, especially as regards English pig; at one time there was a little quietude observable, but sellers were not disposed to yield to the moment. Enquiries for home consumption have given good support to the market, and the demand for China has recently improved. As a result of this year show a great falling off compared with last, it is not improbable a good business may shortly spring up. For America the demand has been quiet.

SPELTER.—The transactions in foreign have been limited, and prices at one time displayed weakness: from 18½ 10s. the market receded to 17½ 10s. 3d., a sale of 175 tons being reported at that figure. Since which the market has partly recovered, the more general price being 18½ 10s. to 18½ 10s. 6d. Sales of zinc by public auction have been made mostly about 21½ 10s. to 22½ 10s. net prices; a sale yesterday at 22½ 10s. 6d. to 23½ 10s. 6d. Sellers of English zinc have sustained the price of 21½ 10s., subject to the usual ordinary market terms.

TIN.—At the close of the month of June the price of English ingot was 134½; Straits, 133½; the deliveries were very large at that time, and the market extremely firm; this was followed by an official modification of a rise in fixed rates of English; Banca realised 135½. The deliveries of tin at that time from stocks here being unprecedentedly large, amounting in the month to 1600 tons. Straits commanded 140½, but nothing above that could be obtained, and the market instead of improving gradually declined to 131½ 10s. English was obtainable at reduced rates, business continuing very limited; 134½ was again taken for blocks, and 135½ for bars. Straits dropped to 129½ 10s.; and Billiton, 128½ 10s. Consumers, however, still held aloof from the market, having no confidence in the durability of such high rates, and preferring to wait the issue of Banca sale in October. In the middle of this month fresh symptoms of revival again set in, and in a short time English was fixed at 137½; Straits brought 135½; Banca, 134½ 10s. The parcel of 300 tons offered for public tender having changed hands seems to have given more confidence to dealers in this market, but yesterday's price of Banca will do more to give decision to the market than the mere shifting of Straits from one dealer to another. The average sale price is 78½ 10s., equal to 137½ here. Early telegrams stated 77½ to 79½; the quantity sold was 83,300 lbs. of Banca and 2000 slabs of Billiton, the latter realising 78½ 10s.; Straits, 133½ to 134½.

TIN-PLATES.—The demand for coke and charcoal qualities, especially for America, has been extraordinarily large. There have been several large French orders given out, but just now the enquiries for France have slackened, and deliveries are not so pressing. The tin-plate trade has been more prosperous lately, and manufacturers have more orders on their books than for many years past.

QUICKSILVER.—There has only been limited orders for this metal, but supplies have not been coming forward very freely, and sellers have declined to make sales of any large quantities at a time: 10½ 10s. is about the present price, but a higher rate may be charged ere long.

TIN.—The Standards of Tin Ores were advanced on Monday, and are now as follows:—Common, 127s.; superior common, 128s.; fine, 129s.; superior fine, 130s.

COPPER AND TIN.—Messrs. James and Shakspeare—About 180 tons of California ore were taken by private contract at 13s. 10½d. per unit, which is the only transaction reported. Chili bars have been dull, with nothing doing, except in Urmeneta, of which brand 150 tons in Liverpool have been sold at 84½, and 50 tons in Swansea at 67½ 10s. On 26th inst. the Chili charters for the last fortnight in August were advised by a telegram as being equal to 4900 tons pure, of which 2700 tons in bars and ingots, 1800 tons in ores and refined metal, and 100 tons fine for the Continent. This quantity is again a very large one in the corresponding fortnight of last year. In consequence of this news, prices have become rather lower, and buyers have withdrawn from the market in the expectation of being able shortly to supply their wants at a considerable reduction. Australian sorts remain firm; 100 tons Wallaroo in second hands fetched 77½, and one or two little lots, held by parties apparently desirous to realise, were disposed of at as much as 20s. per ton less. English is steady, but without so much doing either in raw or manufactured.

TIN.—Foreign is usually quiet just before the Dutch sale, but on this occasion there has been a good and continuous business up to the day of the sale, though some holders have refused to sell until the result be known, their impression being that it would go at a high figure, and thus enable them to obtain afterwards a better price for their goods. Since writing the above tin has been advised from Holland that the sale yesterday of 83,300 slabs Banca went off at an average of 78½ 10s., equal to 137½ per ton delivered in London, and that the principal part has gone into the hands of one strong firm. This gave additional firmness to our market, which closed with buyers of "spot" parcels Straits at 134½ per cwt., and no sellers under 135s. per cwt. The demand for English is very good, and smelters still find some difficulty in meeting the same. A further advance of 1½ per ton has occurred since our last quotation.

Messrs. Vivian, Younger, and Bond—On Tuesday cablegrams were received, announcing the charters for the fortnight ending Sept. 3 as 4000 tons pure copper—2800 tons in bars and ingots, and 1800 tons fine in ores and refined metal. This advice has caused a slight depression in the market values, but the holders maintain their position, and do not appear at all inclined to give way in price of small lots of all descriptions, however, offer at a discount of about half per cent. without having any effect. About 200 tons of Chili bars have changed hands at prices ranging from 67½ 2s. 6d. for Lots, up to 67½ 10s. 6d. for good ordinary brands. In English raw and manufactured copper but a small business is passing. Early in the week about 400 tons of Wallaroo were bought at 76½ 10s. to 77½; we close, however, at 76½, with business done there. For other kinds of fine foreign there is not much enquiry.

COAL MARKET.—The fresh arrivals this week number 75 ships. The demand for household coal has been active, and an entire clearance effected at an advance of 1s. per ton on last week's currency. Hartleys have continued a quiet business at previous quotations. South Hetton Wallsend, 19s. 6d.; Tees Wallsend, 19s. 6d.; Hartlepool Wallsend, 18s. 9d.; Hawthorn Wallsend, 17s. Unsold, all; 5 ships at sea.

EXPORTS OF COAL.—By the Monthly Circular of Messrs. Higginson, of Liverpool, we learn that the quantity of coal exported in August was 1,167,226 tons, against 1,073,287 tons in the corresponding month

of 1870, showing an increase of 93,939 tons. The particulars are—From the Northern Ports, 693,091 tons; Yorkshire, 79,078 tons; London, 10,998 tons; Liverpool, 61,789 tons; Severn Ports, 225,500 tons; and Scotch Ports, 96,770 tons. The increase was—Northern Ports, 171,430 tons; Yorkshire, 13,642 tons; London, 7012 tons; Liverpool, 15,158 tons; Scotch, 19,699 tons. The decrease was—Severn, 133,002 tons. Total, Jan. to August, 1871, 7,544,027 tons; corresponding period last year, 7,151,406 tons.

A rise of 31. per ton in the price of tin, which was announced on Monday morning, caused the MINING SHARE MARKET to open with great activity, and a general rise took place in the shares of the leading tin mines; and, notwithstanding that the settlement of a heavy fortnightly account has occupied a good deal of time and attention on the part of the dealers, a very large amount of business has been transacted for cash and succeeding accounts. The sale of Banca tin announced on Thursday, particulars of which will be found in another column, is so satisfactory that it is generally considered there will soon be another rise in the price of English. The mines chiefly in demand this week have been Dolcoath, Carn Brea, Wheal Grenville, West Franches, South Franches, Tincroft, New Lovell, North Roskear, Kitty (St. Agnes), South Condurow, Wheal Buller, Tankerville, Great Wheal Vor, East Basset, South Carn Brea, East Seton, West Basset, Hingston Down, Gwydyr Park, Chontales, Uthel, Eberhardt, and a few others.

Great Laxey, 17 to 17½, ex div. of 6s.; the accounts to be presented at the annual general meeting, to be held in the Isle of Man, on Oct. 11, show lead and blende sales, from Feb. 3 to Aug. 4, deducting 83344. 10s. credited last account, of 27,907. 19s. 9d.; stock of ores on hand, 22437. 14s. The labour cost for six months was 15,467. 9s. 10d.; bills, 35697. 16s. 5d.; royalty, 21517. 4s. 5d.; dividends paid, March 31, 60007. June 30, 450007. making, with a few smaller items, a debit of 32,177. 10s. 10d., and a balance to credit of 1507. 7s. 3d. The reserve capital account has been reduced from the sum of 64417. 6s. 6d. to 32267. 19s., chiefly by costs at Glen Roy, Ballawagga Reservoir, and Glen Traway. The general statement of assets and liabilities shows a balance of assets, including the above balance of reserved capital and estimated ores on hand, of 33777. 6s. 3d. The chief liabilities are merchants, 23707. 11s. 10d.; royalty, 14507. 16s.; cash due to bankers, 64237. 11s. 2d. Against this latter there are bills current at bankers, 97227. 6s. 7d.

Great Wheal Vor, 9½ to 10; at the meeting, on Thursday, the accounts showed a profit on the quarter of 19037, and a balance in favour of the mines 3437, after charging up all liabilities. The tin ore sold on the 27th was 27 tons 2 cwt., and realised 22887. 16s. 10d. Wheal Grenville shares have advanced to 7½, 8½; in the 110 fathom level east the point to which we called attention last week is undergoing a great change; it is now 2 ft. wide, producing tin. The 100 east is worth 107. per fathom; the winze below this level, 707; the slope above this level, 1407; the lode in the 80 winze, 407. per fm. Other parts look well.

Cook's Kitchen shares have advanced to 31, 33; the lode in the winze is worth 3007. per fathom. South Carn Brea shares have realised 3 to 3½; the mine is looking well, and the agent hopes to have about 80 tons of rich copper ore for sale in about a fortnight. Rosewell Hills have been rather firmer at 17s. 6d. to 22s. 6d.; the mine is looking well in the 80. Blaen Caelan, 1½ to 1½; the 100 tons of lead ores sold to-day for 107. 5s. 6d. per ton. Bronfloyd Stock, 105 to 110; the mine is looking well in the bottom level. East Dolwen, 1½ to 1½.

North Roskear shares have advanced; at the meeting the accounts showed a loss on the quarter of 2857, and a balance against the mine of 1627. Bog, 2½ to 2½; Carn Brea, 145 to 150. Devon Great Consols, 95 to 100; Cole's winze is still worth 1007. per fathom. The shaft is down to the 130, and the lode cut through worth 20 tons of copper ore per fathom. In the 130 east a portion of the lode is being carried, worth 257. per fathom. Drake Walls, 18s. to 20s. Dolcoath shares have advanced from 180 to 190, 200; East Basset, 8 to 9; East Caradon, 4½ to 5½. East Lovell shares advanced from 11 to 15, 16. Providence Mines, 25 to 26; at the meeting on Wednesday the accounts showed a profit of 5057. on the quarter, and a credit balance of 6377, out of which a dividend of 5607. (10s. per share) was declared. The tin, &c., sold during the quarter realised 46447. East Pool, 13 to 14; East Seton, 25s. to 27s. 6d.; East Wheal Grenville, 2½ to 3½; Great Caradon, ½ to ½; Great Western, 1½ to 2; Gwydyr Park, 17s. 6d. to 22s. 6d.; Hingston Down, 3½ to 3½; Marke Valley, 4½ to 5; New Lovell, 2½ to 2½; New Seton, 50 to 60; North Croft, 2 to 2½.

East Chiverton, 4½ to 5½; East Van, 10½ to 11; Parys Mountain, 2½ to 3½; Pennerley, 3½ to 4½; Perkins Beach, 1½ to 1½; Plynlimmon, 1½ to 2½; Roman Gravel, 18½ to 19; South Condurow, 10½ to 10½; South Franches, 6½ to 6½; Spear Moor, 18 to 20. Tankerville, 16½ to 18½; the mine is looking better than ever. Tincroft, 51 to 53; Trumpet Consols, 16 to 18; Van, 53 to 55; Van Consols, 1½ to 1½; West Basset shares have advanced to 5½, 6; West Caradon, 2 to 2½; West Chiverton shares have declined to 15, 16; West Franches shares have advanced to 80, 85; West Pant-y-go, ½ to ½. Prince of Wales, 17s. to 19s.; the lode in the 77 west is worth 207. per fathom for copper. West Seton, 130 to 135; West Tankerville, 3½ to 4; Wheal Basset, 65 to 70; Wheal Buller shares, after declining to 27½, 30, leave off at 34 to 36; Wheal Jane, 44 to 46; Wheal Kitty (St. Agnes), 10½ to 11; Wheal Margaret, 15 to 17; Wheal Seton, 26 to 30; Wheal Uny, 8½ to 9½. Great North Laxey shares in request, at 1½ to 1½; the shaft, which has been sunk 6 fms. below the 96, is worth 2 tons of lead ore per fathom; the 110 is worth 1 ton per fathom, and has gone through ore ground 18 fathoms long. There will be another 40 tons of lead for sale in a fortnight. West Jewell, 2 to 2½.

Foreign Mines have been rather more active than they left off last week. Pacific, 4½ to 5; the advices here are again favourable. Utah, 16½ to 16½; Captain Nancarrow states that the furnaces are running successfully, and he will send a large lot of bullion into the market in a short time. Eolipse, par to ½ prem.; stamping operations have commenced here, and there are about 1500 tons of quartz at surface ready for the mill, and an unlimited supply, the agent states, in the mine. Eberhardt and Aurora shares have fluctuated during the week, with a downward tendency, and leave off 29 to 30; the directors have circulated a very long report, dated Aug. 31, giving a full and detailed report of the different mines, and the agent says—"It will be satisfactory to the board to know that the mines are in an excellent condition, both for the present and future work," but what the shareholders would like to see is a detailed statement of costs and returns. For August it was published and understood that the profit was 13,0007; it appears, however, from the report now published that the whole profits of July and August were absorbed in repaying and in the extra cost for alterations in the tramway. Chontales shares have been extensively dealt in at 2 to 2½. Sierra Buttes, 3½ to 4; the directors have declared a dividend of 2s. per share, being at the rate of 20 per cent. per annum. St. John del Rey, 30 to 32. Don Pedro, 2½ to 3½ prem.; the estimate of gold for August is 14,193 oits. Thornhill Reef, 32s. 6d. to 35s.

The market for Mine Shares on the Stock Exchange during the week has been active. The fluctuation in prices, as compared with the other markets, have not been important, and the movements generally have been in a favourable direction, with the exception of Eberhardt shares, which have declined to 28, 29. Tin mines have been in good demand. Van and the Shropshire mines have been in their demand, and in several instances exhibit an advance in price during the week. Utah shares have been largely bought for investment, and close firm at 16½ to 17; the report from the commissioner states that he is now returning 20 tons of crude bullion weekly, and that in one month's time the large furnace, capable of returning 30 tons daily, will be working, and that the mines are looking well. Eberhardt, 28 to 29; the decline is attributed entirely to market operations; the official reports are favourable. Pacific, 4½ to 5; the report appears in another column; the lode in the rise in the back of the 560 ft. level is valued at 2007. per fathom. The first parcel of silver, valued at about 20007., has been received from the company's mines this week. Sierra Buttes shares, after declining, close firmer, at 3½ to 4½. Sweetland Creek reports also appear in this week's Journal; shares are in demand, at 3½ to 3½; Don Pedro shares are quoted 3 to 3½ prem. Birdseye Creek, 3½ to 4½; satisfactory advices,

continue to be received from the company's agent. The works are in a very forward state, and will be ready in time for the rainy season, when large monthly profits will be made. Silver Plume, 2½ to 3; St. John del Rey shares are steady, at 31 to 32.

In lead mines attention has been chiefly directed to Van. A telegram has been received from the mines announcing a good improvement in the bottom or 45 fm. level, the end being worth 13 tons per cubic fathom, and the other 11 tons per cubic fathom, and all other parts of the mine are looking well. Seaham's shaft will be communicated to the 45 by the end of the present year, and when completed the returns and profits will be very largely augmented. A dividend of 12s. per share has this week been declared. East Van on pressure of sales has declined to 10, sellers, and are now firm at 10½ to 10½. Capt. Williams reports that the lode at the present shallow depth is all he could wish for. Roman Gravel, 18½ to 18½; the mine is looking well. Pennerley, 3½ to 4½; the report this week is good. Tankerville, 16½ to 16½; Capt. Waters states that the mine is looking better than at any former period. Bog, 2½ to 2½; the shaft is clear to the 100, and the draining of the mine to the bottom is being rapidly executed. Perkins Beach, 1½ to 1½; the Banca sale of tin has gone off well, realising an amount equal to 1367. 10s., delivered here.

Tin mines have, consequently, been enquired for. Tincroft, 51 to 53, ex div.; Great Voss enquired for at 10 to 10½; Buller shares have risen to 35, 37; Carn Brea, 145 to 150.

In Copper Mines no noteworthy change has taken place. The closing quotations are as under:—Asheton, 4½ to 5; Devon Great Consols, 97 to 100; East Lovell, 15½ to 16; Great Laxey, 16½ to 17½; Marke Valley, 5½ to 6; Van, 54 to 56; West Chiverton, 15 to 16; Almada and Tiritio, par to 8 prem.; Cape Copper, 8 to 9 prem.; Colorado, 5½ to 5½.

The DEVIL'S BRIDGE RAILWAY COMPANY, with a capital of 25,0007., in shares of 5s. each, has been formed to construct a line of 6½ miles long, from Aberystwith to Devil's Bridge. The summer visitors to the latter place exceed 12,000 per annum. There is considerable local traffic, and the line will run close to a dozen large and prosperous mines, which will be glad to avail themselves of the railway for the transport of their ores to the shipping port. An eminent railway contractor has undertaken to make the line (4 ft. 8½ in. gauge) within Mr. Salomper's estimate of 29007. per mile. The contractor has just finished the Van Railway, six miles long, and at present accommodating only one mine, yet already earning 7 per cent. dividend. The landowners are favourable to the line, and will grant the land cheaply. No opposition is anticipated in Parliament, and it is confidently believed that the enterprise will prove highly remunerative. The prospectus will be found in another column.

The REDINGTON QUICKSILVER COMPANY has been formed to continue upon a more extended scale of operation the development of the Redington Mines, which are situated in Knoxville, Lake county, California, about 100 miles north of San Francisco, whence they are reached by steam-boat to Velajo (1½ hour), and thence by carriage (8 hours drive), over a good road. The consumption of quicksilver (so large an essential in mining operations) has increased immensely during the last twenty years, owing to the continuous extension of mining enterprise; and while there is no ascertained limit to the probable discoveries of the precious metals, the production of quicksilver is still confined to a very few favoured localities. It is pointed out that the Almaden Mines of Spain and the Styrian Mines form valuable Government monopolies, supplying the European demand, while the production of California is scarcely sufficient to keep pace with the ever-increasing consumption of the American continent. The Redington Company is under contract not to produce more than 7200 flasks per annum, and to sell the whole quantity produced at \$40 per flask. This contract runs until April, 1872, but as the price of quicksilver has risen considerably during the last fifteen months, the produce has been confined to the narrowest possible limits, and has amounted to about 4500 flasks annually, one furnace only having been kept working. A large amount of work of development has been done, and reserves of ore got ready against the expiration of the contract in April. The receipts during 1870 amounted to \$244,380, and the expenditure to \$146,140. This is the first quicksilver mine which has ever been placed on the English market. The terms of purchase are based upon the vendor's statement that certain results can be produced. If those results are not realised the purchase will not be completed. Every shareholder in gold and silver mining companies is interested in this undertaking—as, for instance, in the case of the Eberhardt and Aurora Mines every ton of ore reduced absorbs 1 lb. of quicksilver. If instead of buying quicksilver in the market at \$57 per flask it can be manufactured for \$14½, a considerable profit must accrue. Messrs. Haggard, Hale, and Pixley, of Cophall-cour, are the brokers to the company.

The EXCHEQUER GOLD AND SILVER MINING COMPANY, formed with a capital of 60,0007., in shares of 12. each, for acquiring and developing an extensive virgin property at Silver Mountain, Alpine county, California, has issued a prospectus (which will be found in another column) for the placing of the 15,584 unallotted shares. The directors are Earl Poulett, Lord Louth, Major-General Campbell, and Mr. Henry Syme, and two of the largest shareholders are to be elected at the next general meeting. The tenure is similar to English freehold, and it is stated that the terms of purchase from the vendors were most favourable. A shaft has been sunk 220 ft. below surface, and levels driven for 250 ft., nearly all the distance through good paying ore ground. About 2 tons of unselected ore from the shaft yielded at the rate of rather more than 307. per ton; two solid blocks, weighing 99 lbs., broken at a greater depth, sent over here, and reduced by Messrs. Johnson and Matthey, yielded 957. 16s. for silver, and 87. for gold; and more than 200 assays of ore, taken from almost every part of the workings, have given results varying from 15s. to 3967. per ton. The company possesses ample water-power and privileges, and complete mill, plant, and machinery. It is considered that the manager's estimate of 200 per cent. per annum may easily be exceeded.

The following dividends have been declared during September:—

Mine.	Per share.	Amount.
Tincroft	£1 15 0	£10,500 0 0
Van	0 12 0	9,000 0 0
Great Laxey	0 6 0	4,500 0 0
South Caradon	3 0 0	1,536 0 0
Cashwell	0 3 6	1,120 0 0
Providence	0 10 0	560 0 0
Wheal Mary Hutchins	0 2 0	617 18 0
Sierra Buttes	0 2 0	11,250 0 0
Fortuna	0 3 0	3,750 0 0
Linares	0 5 0	3,750 0 0
Alamillos	0 1 3	2,137 10 0
Australian	0 1 0	1,000 0 0
Total		£49,996 8 0

At South Caradon Mine meeting, on Tuesday, the accounts for May and June showed a profit of 16947. 9s. A dividend of 1367. (3s. per share) was declared; 1157. paid to Mr. J. Taylor for boiler, fittings, &c.; and 30427. 12s. 8d. carried forward. Captains W. Rale and J. Holman reported—"Our mine continues to return large quantities of rich ore, but in consequence of the low price of metal, and the falling off in some of our ends, we are obliged to draw heavily upon our reserves. A better price for copper or an improvement in the various lodes would greatly assist us."

At the Providence Mines meeting, on Wednesday, the accounts showed a credit balance of 6377. 6s. 1d. The agents' report having been read, the state of the mine considered in connection with the said balance, a dividend of 5607. (10s. per share) was declared (free of income tax as usual), leaving a balance of 771. 0s. 1d. to be carried to the credit of next account. Capt. William Hollow, Philip Rogers, and Benjamin Martin, say—"There is no great alteration in the mine since our last meeting. The lodes continue quite as large as they have been during the past few years, but they have gradually fallen off in quality, and we have had no rich bunches or carbonates lately to swell our returns; but from the numerous exploring operations we are engaged in, and from the appearance of some of them, we have every reason to expect an improvement shortly. The breakage of the main-rod of the pumping-engine was set right within 10 days; it shortened our returns of tin for the quarter. We continue to employ about the same number of hands."

At North Roskear Mine meeting, on Sept. 21, the accounts for the three months ending July showed a debit balance of 3827. 17s. The loss on the three months' working was 3827. 17s. 1d. A call of 10s. per share was made. Capt. Thomas, Angove, and Johns reported that they will continue sinking the engine-shaft under the 250 as fast as possible, and think there are fair grounds to hope for an improvement below the elvan.

At Wheal Osborne meeting, on Sept. 18 (Mr. W. P. Cardozo in the chair), the accounts for the three months ending July showed a debit balance of 6187. 12s. A call of 15s. per share was made. Capt. Carkeek and Rowe re-

ported that, on the whole, they consider the prospects of the mine to be very satisfactory, and with stamping-power good parcels of tin would soon be taken to the smelting-house.

At West Wheal Tremayne meeting, on Thursday (Mr. W. S. Sutton in the chair), the accounts for the three months ending August showed a cash balance of 87. 4s. 10d., and liabilities in excess of assets 2707. 5s. A call of 2s. per share was made. The agent reported that the level were opening out tribute ground, and were being steadily advanced towards the great elvan course, now about 30 fms. distant, at the junction of which he hoped and believed success would be achieved.

At the New Dale Mine meeting the manager reported that every operation is being pushed on as fast as possible, and the machinery is in good working order. Captain Nines has not the least doubt the mine will soon be brought to a successful issue. He regrets the returns have not been greater, but this had been caused chiefly by an extra quantity of water being cut in the Metal winze; 4 feet cut on the vein yielded nearly 15 tons of lead ore, and was greatly improving when they left off.

It is announced that the subscription list for debentures in the Imperial Ottoman Mining Company will close this day (the 30th inst.) for shareholders, after which should any debentures remain unallotted they will be issued to the general public.

The Castle Gate Tin Mining Company have given notice that no applications for shares will be received after Monday, Oct. 2. The shares are quoted at 1 to 1½ prem., and a good business has been done in them. The mine is opening up, it is said, beyond the expectations of the directors.

ZINC AND LEAD ORES.

I AM PAYING as follows:—

BLENDER.—125s. for 63 units of zinc, deducting 3s. 5d. per unit below.

CALAMINE.—10s. more than for blende.

LEAD-SILVER ORES.—215s. for 85 units of lead, deducting 3s. 3d. per unit below, all the silver being paid extra 3s. per ounce troy.

ZINC AND LEAD ORES MIXED TOGETHER.—Very high prices.

The above prices are fixed for a ton (20 cwt.) of ore, f.o.b. at Antwerp.

I BUY any quantities, however large, contracting for as many years as suited. Particulars by letter.

ARMAND FALLIZE, Ingénieur, à Liège (Belgium).

BLAENAVON IRONWORKS, NEAR NEWPORT.

SEPTEMBER 19, 1871.

THE BLAENAVON IRON AND STEEL COMPANY (LIMITED) are prepared to RECEIVE TENDERS from Manufacturers for the SUPPLY of OILS, GREASES, TALLOW, CANDLES, STEEL, FILES, CHAINS, ROPES, BLASTING POWDER, SHOVELS, IRONMONGERY, &c., in such quantities as they may require, from 2nd October, 1871, to 31st March, 1872, delivered free at their stores, Blaenavon.

For further particulars, and forms of tender, apply to the General Manager, Blaenavon Ironworks.

Tenders to be endorsed "Tender for Stores." The company do not bind themselves to accept the lowest or any Tender. By order.

TO RAILWAY COMPANIES, AND CONTRACTORS.

THE NORTH LONDON RAILWAY COMPANY have SEVERAL RAILWAY CARRIAGES ON SALE, suitable for BRANCH LINE TRAFFIC.

For particulars, apply to the Locomotive Superintendent, at the company's engine works, Bow-road, London, E. Euston Station, London, N.W., 28th September, 1871.

TO MINING AND OTHER COMPANIES.

A SECRETARY of a PUBLIC COMPANY, of many years experience, is prepared to OFFER his SERVICES as SECRETARY to an additional MINING or OTHER COMPANY, together with joint occupation of excellent offices in the heart of the City. Considerable saving can be effected by a company adopting this arrangement. Terms upon application, by letter only, to "Secretary," care of Messrs. J. Burbridge and Co., 35a, Moorgate-street.

A NORWEGIAN GENTLEMAN, in possession of property supposed to contain valuable seams of COPPER ORE and PYRITES, and very favourably situated for shipment, is desirous to enter into an ARRANGEMENT with an ENGLISH CAPITALIST, with a view to WORK the MINES to mutual advantage. It is believed that a very moderate sum would suffice as working capital. References given and received. Address, "Norway," care of Messrs. R. W. Taylor and Co., 16, Water-lane, Great Tower-street, London.

AN ENGINEER, proceeding to SOUTH AMERICA, would be GLAD to receive from Manufacturers of Mining and Railway Plant DETAILED PRICE LISTS. Address, Messrs. PADDISON, SON, and LIGGINS, 57, Lincoln's Inn-fields, W.C.

A MINING ENGINEER, of large experience, OFFERS his SERVICES to anyone requiring REPORTS, VALUATIONS, PLANS, ESTIMATES, or ADVICE of any kind as to the OPENING OUT or WORKING of MINERALS at home or abroad. Address, "C.V. and M.E.," MINING JOURNAL OFFICE, 26, Fleet-street, E.C.

WANTED IMMEDIATELY, for six months, an AGENT, experienced in SILVER MINES and REDUCTION of SILVER ORES, to accompany an ENGINEER to SOUTH AMERICA, there to EXAMINE and REPORT ON MINES. Address, stating experience, terms, &c., to Messrs. PADDISON, SON, and LIGGINS, 57, Lincoln's Inn-fields, W.C.

WANTED, TWO GENTLEMEN, to REPRESENT the BOWLING IRON COMPANY (LIMITED), BRADFORD, in the following Districts:—One for Northumberland, Durham, and East Yorkshire; and the other for Lancashire and South Wales. Application to be made by letter to the company.

WANTED, a SECONDHAND FLY WHEEL (for a blast engine), from 20 to 22 ft. diameter, and about 20 tons weight; rim about 12 in. by 13 in.; also, WROUGHT IRON SHAFT to match, not less than 13 ft. 2 in. long; bearings from 11 to 12 in. Address, "Box 75," Post Office, Swansea.

TO SELL, OR LET ON HIRE, for cash or deferred payments, FIFTY COAL WAGONS, hopper built, with bottom and side doors, carrying seven tons. Apply to MANSTON COAL COMPANY, Leeds.

GEOLOGY.—TWO CABINETS FOR SALE, containing 6000 specimens of MINERALS, ROCKS, AND FOSSILS; scientifically arranged. Price, 3000 guineas. Apply to Professor TENNANT, F.R.G.S., 149, Strand, London, who has also elementary collections at 2, 5, 10, 20, to 100 guineas each.

THE VAN MINING COMPANY (LIMITED).—Notice is hereby given, that the Directors have declared the usual QUARTERLY DIVIDEND of TWELVE SHILLINGS PER SHARE, payable on and after October 11th.

The Transfer Books will be closed from September 30th until after the payment of the dividend. W. J. LAVINGTON, Secretary. 14A, Austinfriars, September 29th, 1871.

IMPERIAL OTTOMAN MINING COMPANY (LIMITED).—NOTICE TO SHAREHOLDERS.

Notice is hereby given, that APPLICATIONS from SHAREHOLDERS for DEBENTURES, bearing interest at 10 per cent. per annum, with bonus shares attached, will be RECEIVED until the 30th instant, in accordance with Circular of the 5th September, when the directors will PROCEED to ALLOT, and any debentures then remaining will be offered to the general public.

By Order, C. W. CARPENTER, Secretary. 46, Moorgate-street, 28th September, 1871.

MINING IN THE TAVISTOCK DISTRICT.—Tavistock, Sept. 28.—Having resided here for nearly 30 years, and during that time having more or less been connected with mining, my attention, with others, has been called to the East Kitt Hill Mine, now NEW HINGSTON, which has for many years been held by private parties, and comparatively unwrought. It is satisfactory now to know that a company is being formed for that purpose, and from the known productiveness of the lode, with the present high price of tin, I am of opinion that with vigorous working great success is certain.

Any further information by applying to me I should be very happy to render. My address for the next week will be—THOS. DUNN, 15, Finsbury-street, Finsbury-square, E.C.

LEAD ORES.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Sept. 18—	Helvellyn	10	£11 2 6	Peter Glover.
20—	Calbeck Fell	22½	12 0 6	Stock and Co.
—	ditto	28½	7 12 0	Stms. Williams, & Co.
—	ditto	34	4 6 0	ditto
25—	Glogfach	40	16 4 0	Peter Glover.
—	East Loggias	15	11 0 0	Weston, Son, & Co.
—	Cwmystwith	30	11 5 6	ditto
—	Cwm Brin	20	14 0 0	Adam Kyton.
26—	Foxdale	100	21 19 0	Burry Port Company.
—	Blaen Caelan	100	10 5 6	ditto

BLACK TIN.

Date.	Mines.	Tons.	q. lb.	Price p. ton.	Amount.	Purchasers.
Sept. 27—	Great Vor	27	2 0 4	—	£2283 16 10	—

COPPER ORE.

Date.	Mines.	Tons.	q. lb.	Price p. ton.	Purchasers.
Sept. 13—	Calbeck Fell	4	16 3	£18 10 0	Bibby, Sons, and Co.
—	ditto	23	7 0	6 15 0	ditto

NEW WORK BY DR. GEORGE HARTWIG.

On Monday next, in One Volume, 8vo., with three maps, and about 80 illustrations engraved on wood by G. Pearson, including 8 the full size of the page, price 21s., cloth.

THE SUBTERRANEAN WORLD:

By Dr. GEORGE HARTWIG,

Author of the "Sea and its Living Wonders," "The Tropical World," "The Polar World," and "The Harmonies of Nature."

London: LONGMANS, GREEN, and Co., Paternoster-row.

Notices to Correspondents.

* Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be kept on receipt: it then forms an accumulating useful work of reference.

COAL.—I should feel obliged if some reader of the Journal will state whether there is in either South or North Staffordshire a seam of coal known as "the Ten-yard seam." Also, the thickest seam of coal known in America?—SUBSCRIBER: *Holwell, Sept. 26.*

TALIESIN MINING COMPANY.—Having been allotted ten shares early in August last in the Taliesin Mining Company (Limited), I have since carefully read over the pages of your Journal, in order to see whether anything was known of this company; but up to the present, I regret to say, I have not even seen the name of the mine mentioned in print. May I now request the officers of the mine to publish some information as to the progress that has been made at the mine?—A SHAREHOLDER: *Dublin.*

TERRAS TIN MINE.—We are quite unable to publish the letter from Mr. W. S. Pearce in this week's Journal. The letter, with the balance-sheet of the company, shall appear next week.

BUDGE'S MINERS' GUIDE.—"J. H. S." (Llangadock).—The price of the book is 12s. 6d., and the postage 4d. We will forward a copy on receipt of Post Office Order for the amount.

THE MINING JOURNAL,

Railway and Commercial Gazette.

LONDON, SEPTEMBER 30, 1871.

THE GUN-COTTON EXPLOSION AT STOWMARKET.

The disclosures consequent on the late Stowmarket calamity are worthy the serious consideration of the public at large, and more especially of the mining and quarrying interest.

The jury on the inquest have returned a verdict to the effect that "The explosion was caused by some person or persons unknown adding sulphuric acid to the gun-cotton subsequent to its passing the tests required by the Government," and the Home Secretary has endorsed this finding by offering a reward of 100l. for the discovery of the offenders; but, strange to say, on a careful examination of the evidence, as reported at length in the several daily papers, it will be found that the gun-cotton which exploded never was tested by the Government, and that the portion sent to Upnor Castle, and which appears to have been some of the same as that which did explode, was not tested on behalf of the Government until after the explosion, and then, and then only, was the presence of sulphuric acid, in an undue proportion, discovered in it. How it came there was the question which the jury endeavoured to solve, and the only direct evidence on this point was that the cotton had, in the ordinary course of manufacture, been steeped for a length of time in sulphuric acid, all of which was supposed by the process adopted to have been afterwards washed out. What in the present case caused it to remain was not enquired into by the jury.

Nothing could be stronger than the evidence of Mr. EUSTACE PRENTICE and Mr. TROTMAN—and, indeed, of all the witnesses who were examined on the point—to show that every care had been taken in the manufacture, that trustworthy persons were employed, and that they were on the best terms with their employers; no discontent or ill-feeling prevailed, and no motive could be attributed to anyone for improperly interfering with the manufacture, or maliciously or mischievously adding any sulphuric acid after the cotton had left the poachers; nor, indeed, was any evidence produced to show how this could be done.

Under these circumstances recourse was had to scientific evidence, and theory was started to supply the place of fact. The enquiry, which was instituted to ascertain the cause of the deaths of the sufferers diverged into one as to the stability of gun-cotton, a question which certain parties were most deeply interested in establishing. Scientific witnesses of the highest character and respectability were called, including Government officials, and the jury could not do otherwise than act on their opinions, and hence the verdict. Let us see, however, what these scientific witnesses actually proved. They, one and all, stated their opinion that the large quantity of sulphuric acid found in the gun-cotton could only be accounted for on the supposition that it had been introduced into the cotton after it had left the poachers, and we have no reason to doubt that each of them fully believed that if the process adopted by Messrs. PRENTICE were faithfully carried out so large a quantity of acid could not have remained in the cotton as was found there, and hence the presumption that it must have been added after the chief part of the process had been gone through.

There is nothing in the evidence to show whether all the cotton had been carefully inspected before the manipulation of it commenced, nor was any evidence produced, that we can discover, to show that the same effect will be produced by bathing impure, as pure, cotton in sulphuric acid. But is this so? Are we quite clear that the cotton was pure and clean? and if not, then there is no impurity that might not have a tendency to cause the sulphuric acid to hold to the impure portions with undue tenacity? It is said that the effect of the process pursued by Messrs. PRENTICE was to wash all the acid out of the cotton; and in proof of this Mr. EUSTACE PRENTICE stated that he constantly chewed it without being able to discover any trace of acid remaining in it; but, notwithstanding this, it is clear that the effect of the acid—and we may say the whole of the acid itself—was really removed, otherwise the cotton would not be gun-cotton. The truth seems to be that nitric and sulphuric acid have some mysterious effect on vegetable fibre, which has hitherto baffled all the researches of the most eminent chemists.

We desire to speak of the scientific gentlemen whose evidence was taken with all due respect, but still they were called as scientific witnesses, not to speak to facts, but to start and support theories; and those who are accustomed to attend our law courts best know with what caution scientific evidence ought to be received. What more common than in railway compensation cases, where the question is whether a man has received permanent or only limited injury, to find some half-dozen of the first medical men in the kingdom prove that the spine is injured, and the patient incurable, and a cripple for life, and then to hear the same number of professional men, of the same standing in their profession, prove directly the reverse, that the spine is not injured, and the patient not incurable, only shaken, &c., and that a few months' rest and quiet will restore him to perfect health.

Of all subjects on which scientific evidence can be given, that of explosives is the most difficult to deal with, for the simple reason that it is least understood. Gentlemen of the highest attainments in their profession as chemists have from time to time made numerous experiments in their laboratories on a few grains of gunpowder, gun-cotton, nitro-glycerine, or other explosives; and having satisfied themselves that they have mastered the subject, are content to come forward and make assertions that, to practical men, better acquainted with the subject from actual experience, are perfectly astounding.

A remarkable case of this kind took place on the trial at Liverpool a few years since, relating to the destruction of the steamship *European*, at Colon, from the explosion of nitro-glycerine. It was clearly proved that 72 cases of nitro-glycerine were shipped on board the vessel, and stowed amongst the liquids at the bottom of the hold, and that while the vessel was being unloaded a tremendous explosion took place, which killed several persons and injured others, and knocked two iron plates off the top of the port side of the stern of the vessel, and set her on fire. About 20 minutes after this first explosion a second took place, not nearly so loud as the first, supposed

to be of percussion caps, a large quantity of which were on board, and the vessel was then towed out of the harbour, and after burning for about three-quarters of an hour a third explosion, louder than the first, took place, which sent her to the bottom. Prof. ABEL and other scientific witnesses of the highest standing, who professed to be thoroughly acquainted with the manufacture, properties, and character of the nitro-glycerine, were called, and stated that from experiments made by them they were satisfied that nitro-glycerine was liable to spontaneous combustion; and under the circumstances described by the witnesses who were present when the accident occurred they had no doubt that it arose from the spontaneous combustion of the nitro-glycerine. These gentlemen were not questioned, and did not attempt to explain, how it was possible that the spontaneous combustion of nitro-glycerine at the bottom of the hold could knock two iron plates off the top of the port side of the stern of the vessel instead of sending a hole through the bottom, or how it happened that a portion only of the 72 cases could explode from spontaneous combustion and the rest remain until the burning vessel had been towed out of the harbour. Practical men who were in Court knew that this could not be, but they were not called, and the theory of the scientific witnesses satisfied the jury, who returned a verdict against the defendant, the shipper of the nitro-glycerine, for the value of the vessel. It was, however, well known out of Court that spontaneous combustion had nothing to do with the accident. One of the officers of the vessel saw how it arose. A single case of nitro-glycerine while being hoisted up by a steam-crane came in violent collision with one of the deck beams, and the concussion caused its explosion. The officer who saw this was injured, and subsequently died. His declaration could not be received in evidence, and scientific witnesses were procured to support the theory of spontaneous combustion.

But to return to the Stowmarket inquest, not only was there the absence of any circumstantial evidence leading to the conclusion that any person had added sulphuric acid to the gun-cotton after it left the poachers, but Mr. TROTMAN in his original evidence stated, and persisted in his belief, that the explosion was occasioned from the effect of solar heat, and added that August was an unlucky month for gun-cotton. It is true that on the following day he modified his opinion, and said that he would rather not, on reflection, attribute the explosion to solar heat, but that he had no substantial theory on the subject; and it does not appear from the report what, or who, induced him to withdraw his originally expressed opinion. Mr. TROTMAN's evidence does not, however, now stand alone. It has subsequently transpired from the published correspondence of Mr. FRANCE that on Aug. 9, being two days before the Stowmarket explosion, he had written to the Home Secretary, drawing his attention to the dangerous character of gun-cotton, and that Prof. ENGELS, of Cologne, one of the most eminent chemists, and of the greatest experience in explosives in Europe, had, on the same day, stated his opinion that "in a high temperature like the present it was liable to explode from spontaneous combustion, and that if any portion took fire the whole mass would explode." It appears also that Mr. BRUCE acknowledged the receipt of Mr. FRANCE's letter, but, strange to say, Prof. ENGELS, who was in England, was permitted to return home without being examined before the jury.

It is worthy of remark that, with the exception of Mr. ABEL, the whole of the scientific witnesses who were examined appear to have derived their experience from experiments made in their own laboratories on very small quantities of gun-cotton, a few grains only at a time, and that none of them had any experience, as far as we can discover, of the effect of solar heat on large quantities. Prof. ABEL, whose experience was undoubtedly much greater, cannot be looked upon as a disinterested witness. He was the patentee of the process adopted at Stowmarket, and in receipt of a commission or royalty of 10l. per ton on the gun-cotton manufactured there, which he himself puts at from 8 to 10 tons per week. He had been placed on Government commissions to enquire into the applicability of gun-cotton for mining, and had reported that nothing could be safer than the compressed gun-cotton as manufactured by Messrs. PRENTICE at Stowmarket, and this report had been published by Government. He had also reported on dynamite, a rival explosive, and though he admitted that proprietors of mines and quarries had a preference for it, and did not refer to a single accident having ever arisen from its use in mines, yet he advised that its use should be prohibited, and gave as a reason the great perfection to which gun-cotton had been brought. He clearly, therefore, had the greatest faith in the Stowmarket gun-cotton, and it is not to be wondered that he should be found supporting his own preconceived opinion as to the safety of his patent gun-cotton, and that, notwithstanding the evidence to the contrary, he should support the theory that an extra quantity of sulphuric acid must have been added by some evil-disposed person after the manufacture had been partially effected. It was the only loophole to account for its instability.

Mr. ABEL, with great candour, not only admits his interest under his patents, and his royalty received from Messrs. PRENTICE, but he openly states that this was no secret to the Government, but was well known at the Home Office, and yet he is the person selected by the Home Secretary to report on rival explosives. He advised that dynamite should be prohibited, and the Home Secretary has caused the greatest impediments to be thrown in the way of its use, while he opposed gun-cotton being put on the same footing, and up to the present time it remains free from all legislative interference.

Time is the great searcher of truth, and public opinion the great corrector of abuses; and though the latter may for the moment be warped by the reiterated statements of interested persons, backed by the verdict of a coroner's jury and the offer of a Government reward, which can never be claimed, yet no doubt it will in the end arrive at a just conclusion, and we venture to suggest that much remains to be done before confidence in the stability of gun-cotton can be completely established.

It is remarkable that all the foreign Governments who have tried gun-cotton, and notably Austria, have, after the most searching and exhaustive investigations, been so satisfied of its instability and treacherous character, that they have been obliged to abandon its use in despair, and that it was only after they had done so that our Government took it up. We may be thankful that Upnor Castle has been saved by the timely warning given at Stowmarket.

We are promised a Mines Regulation Bill next session, and also some legislation on explosives; and, whether a Bill is introduced or not, we shall no doubt hear something on the subject. It requires a bold front to set public opinion altogether at defiance. The days of monopolies are past, and free trade is in the ascendant. The Home Secretary may throw his shield around gun-cotton, but there are still some independent Members of Parliament who set their faces against jobbery, and who may desire an explanation why explosives which have been pronounced to be safe, and have, in fact, never occasioned any accidents, should be thrust on one side, and our miners be compelled to use more dangerous explosives, and may insist upon some better reason than that a Government official receives a royalty on the sale of the latter.

THE STRIKES.

It is universally admitted that the labour question is one exceedingly difficult to deal with. The relationship which should exist between capital and labour, between employer and employed, is a problem the satisfactory solution of which would do more to place the staple trades of this kingdom upon a firm and permanent basis than all the political questions which have been discussed and settled for the past half-century. Upon every side we see the newly-revived trade of the country hampered, hindered, and almost strangled with the constant and ever increasing demands of the mechanic, the artisan, and the labourer. Strikes, the great commercial curse of the land, abound in every direction: turn where we will we find a spirit of discontent pervading the whole of the working classes, and in many instances this discontent is fanned into flame by the paid demagogues of a Trade Union, whose only object is to set class against class, and urge the mechanic and the labourer to adopt a policy which cannot but eventually prove prejudicial to their own interest and that of the employer, and also to the general interests of the nation. If some step could be adopted by which the itinerant and paid advocates of Unions could be checked, and the coarse and unbecoming language used by them hushed, good progress would

have been made in the solution of this long-vexed question, and we should then have some hope that ere long all matters would be amicably arranged and settled upon a satisfactory and permanent basis.

The readers of the *Mining Journal* will, we are assured, give us credit for having on this question steadily advocated a middle course. We conceive that the interests of the capitalists and employers on the one hand, and those of the labourer on the other, are of too vital importance to be lightly treated. Our suggestion throughout the whole of the agitation has been that a policy of mutual concession should be adopted. Upon a general revival of trade throughout the country it was only natural that the working classes should seek to participate in the "better times," and our candid belief and sincere opinion is that these demands on the part of the working classes would have been cheerfully responded to by the great majority of employers if the demands had been reasonable, and made in a proper spirit. But we unhesitatingly say that some of the demands made by the men are unreasonable in the extreme; that they are based upon fallacious assumptions, and if granted by the employers would lead to consequences which would prove highly injurious if not altogether ruinous, and would drive much of the manufacture and trade to the continental States, where the artisan and the mechanic are already powerful rivals, and who would be only too glad to supplant our merchants in articles for which we have now a world-wide demand.

We should be glad if the working classes generally would read the admirable letter which Sir WM. ARMSTRONG has just addressed to the *Times*, in answer to the demands which are made by the engineers now on strike in the Newcastle district. Sir WILLIAM there plainly shows that the nine-hours movement is one that cannot be granted by the employer without doing a vast injury to his interests. The demand is one which far more vitally affects the producing power of the country than appears at the first view. Theoretically, nine hours labour per diem sounds reasonable enough; but cessation from work on the part of the men means also that the whole of the vast and costly-erected machinery should then also be rendered idle and unproductive; and it must be self-evident that a fair and reasonable remuneration would not be had for the outlay thus made if the hours were shortened to such an extent. For our own part, we think this argument unanswerable, and it would be well if those who persist in their demands would consider the point, and pause before they adopt measures which probably they will regret when too late to see the error they have committed, and are suffering the results of what they themselves have been instrumental in bringing about.

There are many other points upon which we should like to see these unhappy and injurious internecine conflicts brought to an end. That they are obstacles to a more healthful and permanent expansion of trade no one can deny. A large employer of labour naturally hesitates to accept contracts, no matter how tempting, when he does not know the day or the hour his hands will make the most extravagant demands, and resort to a strike unless at once complied with. And that these strikes are alike injurious to the best interests of the men must be self-evident when it is remembered that if they continue the employers must eventually resort to engaging foreigners, in order to keep their factories and mills in operation. Many suggestions have been made through the press by which these ruptures should be healed, but there appears difficulties in all. Our only hope is to see a little mutual concession made, and forbearance exercised on both sides—friendly consultation between master and man, the "talk talk" of the paid Union agents disregarded, and the spread of education amongst the working classes, whereby they shall be led to see that their own interests and those of their employers are identical, and that one cannot prosper or suffer without the other being proportionately affected. When education shall have taught the working classes these valuable lessons, then strikes will be numbered as things of the past, and trade and commerce will be based upon a firm, satisfactory, and permanent foundation.

RAILWAY IRON IN THE UNITED STATES.

The extraordinary demand for British railway iron in the United States has not experienced at present any check. Some American affect to look confidently forward to the time when the United States will be enabled to dispense with all external iron supplies; but whatever grounds they may have for this confidence, it is clear that the United States are not yet in a position to declare their independence of British iron. Nearly 100 years have rolled away since GEORGE III. was obliged to recognise the national independence of the Americans, and they have built up a very great nation in the interim; but almost in exact proportion as they have become prosperous and powerful they seem to want more and more of our railway iron. There is nothing very wonderful in this if we examine the annexed table, showing the length of railway opened in the United States year by year during the last 40 years:—

Year	Miles	Year	Miles	Year	Miles
1831	72	1851	1951	1871	1871
1832	134	1852	1926	1872	1872
1833	151	1853	2442	1873	1873
1834	253	1854	1369	1874	1874
1835	265	1855	1654	1875	1875
1836	175	1856	3649	1876	1876
1837	224	1857	2491	1877	1877
1838	416	1858	2429	1878	1878
1839	389	1859	1821	1879	1879
1840	615	1860	1846	1880	1880
1841	717	1861	621	1881	1881
1842	491	1862	864	1882	1882
1843	159	1863	1050	1883	1883
1844	192	1864	738	1884	1884
1845	256	1865	1277	1885	1885
1846	237	1866	1831	1886	1886
1847	659	1867	2235	1887	1887
1848	397	1868	1335	1888	1888
1849	1269	1869	4599	1889	1889
1850	1656	1870	6145	1890	1890

Not even the great civil war of 1861-5 was altogether able to arrest the course of American railway construction, and now that the United States have regained all their old energy and activity, the progress made with the development of railways is perfectly astounding. In every ten years more and more railways have been completed in the Republic. Between 1830 and 1840 the extent of line completed was 3513 miles; between 1840 and 1850, 5508 miles; between 1850 and 1860, 21,614 miles; and between 1860 and 1870, 22,764 miles. Should no great convulsion occur during the next few years, it is not at all impossible that the decade ending with 1880 may witness the completion of between 40,000 and 50,000 miles of railway; and in that case the demand for British railway iron must continue very large.

It must be remembered that the condition of the United States has greatly changed of late. Never was immigration into the Great Republic proceeding at so rapid a rate. English, Scotch, Irish, Norwegians, Swedes, Danes, Germans, French, Italians all pour a more or less considerable stream of life upon the American shores, upon which large numbers of Chinese have even found a footing. The last census of the United States gives an aggregate population of 38,113,253, and, with the help of immigration, the annual increase is not less than 700,000, so that by 1880 the United States will not have less than 45,000,000 inhabitants. This vast population is gradually spreading more and more over the mighty West; and the further tide of colonisation rolls westward the more imperative the demand for railway communication, of course, becomes. The opening of the Pacific Railroad bids fair to give a further impetus to the natural tendency of the Americans to spread towards the Pacific. This movement westwards, coupled with the increase of wealth and population in the United States, is the great cause of the activity now prevailing in American railway construction, and, by consequence, of the increasing American demand for British railway iron, which has moved on during the first eight months of the last three years:—

Month	1869	1870	1871
January	20,421	24,610	22,754
February	21,399	22,957	41,917
March	40,162	32,229	32,450
April	33,565	37,016	64,444
May	25,557	32,175	64,919
June	26,714	46,055	62,350
July	25,210	41,495	47,990
August	25,548	41,076	53,161
Total	229,145	279,616	533,161

But for this expansion in the exports of our railway iron to the United States the sudden falling off in the Indian consumption would have been felt much more sharply than it has been. We

no present limits to the American demand. The finances of the United States have been brought into thoroughly good order, there is no immediate prospect of any serious interruption of the public tranquillity, and railways are being made almost as fast as immigrants are arriving.

EXPORTS OF RAILWAY IRON.—The exports of railway iron from the United Kingdom presented some revival in August, having amounted in that month to 98,369 tons, against 88,632 tons in August, 1870, and 100,466 tons in August, 1869. The exports of railway iron to Russia in August only amounted to 11,095 tons, against 23,152 tons in August, 1870, and 36,532 tons in August, 1869; to the United States, to 47,993 tons, against 41,076 tons and 25,548 tons; and to British America, to 10,976 tons, against 2589 tons and 3356 tons. The exports to British India in August were only 1578 tons, against 9234 tons in August, 1870, and 12,284 tons in August, 1869. In the eight months ending August 31 this year the aggregate exports of railway iron footed up to 662,841 tons, against 758,233 tons, and 620,188 tons in the corresponding periods of 1870 and 1869. The exports have increased this year to Sweden, France, Egypt, the United States, Brazil, Peru, British America, and Australia; but they have decreased to Russia, Germany, Holland, Spain, Austria, the Spanish West Indies, Chili, and British India. The value of the exports in August was 830,206*l.*, against 745,239*l.* in August, 1870, and 814,653*l.* in August, 1869; and in the eight months ending August 31 this year 5,340,299*l.*, against 6,180,382*l.* in the corresponding period of 1870, and 4,941,151*l.* in the corresponding period of 1869.

THE PYRITES TRADE.—The constant progress of the pyrites trade affords an instance of what may be done by the careful utilisation of waste products. Pyrites was comparatively worthless until a means was found of bringing almost every constituent of it into marketable form. Sulphur, copper, silver, &c., are now obtained separately from the pyrites, and sold at prices which are so remunerative that a large and prosperous industry has sprung up. The material treated is derived chiefly from Spain and Norway, and the sulphur having been extracted the residuum forms the raw material for subsequent processes. The chief centres for the treatment of the "burnt ore" are Glasgow, Newcastle, Jarrow on the Tyne, and Widnes, Lancashire, whilst works are now springing up in other localities. The pyrites imported into the Mersey in 1870 amounted to no less than 150,000 tons, nearly an equal quantity having been received at other ports. From the 200,000 tons treated for copper, upwards of 4000 tons of metal, worth, at 75*l.* per ton, 300,000*l.*, were obtained, and in this copper the quantity of silver contained was ample to pay for its extraction, and leave many thousands of pounds profit to those who extracted it.

COAL AT PANAMA.—Some long accounts have appeared in various papers of large discoveries of good coal on the isthmus of Panama by an English clergyman, who has obtained concessions there. Specimens of the coal have been tried at Panama, and favourably reported as equal to the best Cumberland steam coal of the United States. These newspaper selections are calculated to excite great expectations, the more particularly as it is stated the large consumption of Panama will be supplied from these mines. As yet no direct account has come home, but we find that the coal deposits on the isthmus are well known, and have been described long ago. They are extensively distributed, and there is supposed to be a large supply, but the opinion of competent parties has been that the formation is not a true coal, but a lignitic coal, like that of Lota, &c., in Chili. It is doubted whether it can compete with superior English coal put down in the West Indies. It is, however, to be observed that even an inferior coal in such a locality ought to be turned to account, as the Chili coal is, and that coal is now used to a very great extent for steaming, for copper smelting, and local factories along the coast, and is carried several hundred miles, at least as far north as Copiapo. If the railway people had shown any enterprise, as coal is so near them, they might have worked it, but it must not be forgotten that it is costly to bring a branch on to that line, because the climate is frequently fatal to the labourers employed. If it could be shipped it might be used for tugs, and mixed with other fuel for steaming, and there ought to be an opening for it on the Magdalena river, in the neighbouring parts of Colombia. If the Panama Railway, as is likely, passes into the hands of the New Canadian bondholders, or other English holders, it is possible the coal formations may be made to contribute to the development of the country. There are, however, unworked coal mines of good quality above Bogota, in the Ciquiquira salt district, available when roads are made for the Upper Magdalena.

REPORT FROM THE FOREST OF DEAN.

Sept. 27.—Since our last report a change has been attempted to be introduced by the colliers working at the Trafalgar and Foxes Bridge. At the former a temporary strike resulted, but eventually an agreement was come to by the masters and men, little to the advantage of the colliers, while at the latter colliery the strong hand of the managing proprietor seems to have discouraged the men from continuing the attitude assumed by them. It is understood that Mr. E. Crawshaw informed the men that he would rather close the workings altogether than yield to the demands of the men; but he has since volunteered to increase their wages 5 per cent. The men on strike at the Parkend and Fancy Collieries have, according to the generally received accounts, more reason for continuing a stand out against the proprietors of these collieries. The grievances here are considered of too serious import to be borne by the colliers. It seems that the masters would advance 10 per cent. on the wages as demanded, and also grant shorter hours of labour, but they do not seem inclined to break up the ordinary five-week pay, and further yield for all coal got to be weighed at the pit's mouth. The colliers assert that they are not paid for more than 2 tons per tram, no matter how much more may be loaded upon it, but should it happen to be a few hundredweights less a deduction is made from the assumed standard of 2 tons. The matter has now been mooted pretty freely, and there are some respectable and reliable persons residing at Lydney—the place where all the coal is sent to—who have given information to the colliers that although they (the colliers) were not paid for more than 2 tons per tram, the same tram or trams of coal have been sold for from 2 tons 7 cwt. to 2 tons 12 cwt. If this be true something is manifestly wrong; and further, if the masters agree to pay their men so much per ton why should they show a disinclination to have the coal weighed at the pit's mouth? As it is now considered that justice has not been extended to the poor colliers, if the statement is not true the matter should be certainly explained. If what is asserted be fact, then that the coal should be weighed at the pit's mouth cannot be doubted, and it is to be hoped that the men may obtain their point. The port of Lydney is five or six miles from the collieries, and who knows how much coal is taken from the trams during its transit. We have seen coal taken from the trams, and not in small quantities, surely then the poor men should not suffer for this. We do not believe in strikes on the whole, and it is well known that the men of this district have suffered much, and generally are not disposed to oppose their employers, but a decided wrong cannot be upheld, neither indeed should it, even at the risk of a strike. We hear that at present there is no reason whatever to suppose that an agreement will be come to by the masters and men—in fact, the latter are leaving the neighbourhood as fast as possible. It is pleasing to know that a better understanding exists between the ironmasters and the iron ore proprietors and their men.

Putting aside this kind of differences the trade of the district is remarkably good. The Ebbw Vale Company is about to sink to their mine called the Bromley Iron Mine, on the eastern side of the Forest. They commenced to sink a shaft nearly a mile nearer Parkend, and then afterwards altered their plan, and selected a new site near the Deep China Engine iron mine. They will have a considerable depth to sink, and a large quantity of water to deal with, and we trust they will so far conduct their operations that success will be the result. We heartily congratulate and wish them well. It is also reported that Deans Meina iron mine is about to be set to work again. It may be noticed that this mine was partly opened some years since, but from the underground roads being driven

in the wrong direction, or some other cause, no iron ore was ever discovered there. We fully hope that a different result will ensue from the re-working of the property by some Birmingham capitalists; but care should be taken as to the system of management to be pursued. We have no hesitation in stating that there are actually but few persons in this district who understand "iron ore mining." This may appear strange, but we will try and explain the matter. Where a shaft is sunk to a certain coal seam free from faults, an estimate of the quantity of coal in a given area, and the cost of working and putting it on the pit's mouth, may be given, but in iron ore working the case is altogether different. A shaft may be sunk in a certain gale, and the iron ore-bearing measures reached, but in nine cases out of ten a deposit of ore is not found near, much less at the bottom, of the pit. This arises from the fact that the ore is discovered in caverns or bunches in the solid rock, occurring at long distances apart. Should, therefore, the pit not strike one of these branches—as it rarely happens—a heading must be driven in a particular direction, only known to practicals, in the iron ore bearing measures. The distance to be driven varies with the exact locality before ore is found, frequently as much as 400 or 600 yards.

The stratum in which ore is found is comparatively thin, not more than a few yards, varying from 6 to 8 yards, the inclining or dipping of the measures being from 70° to 35°. A heading may, therefore, be started right from the bottom of the shaft, and if the measures or strata lay upon each other with plane surfaces, similar to a sawn board, there would be no great difficulty in keeping in the proper direction when once the heading was started in it. But the case is different. The rocks do not rest upon each other like sawn boards at certain inclinations, but the surface of each is contorted into all sorts of shapes and directions, and frequently a stone may be present not at all related to those which should occupy that position. By natural convulsions the rocks are frequently to be found exchanging places, as it were, and to a novice or man of little experience the matter would appear perplexing, and doubtless such an individual would, through confusion of ideas, direct the exploring road in the wrong direction. An iron mining manager and engineer requires, therefore, great practical experience and geological knowledge, which, indeed, cannot be obtained except through long years of anxious care and devotion. The fact of a man being able to talk, and make a survey and plan of the surface, goes but for little. No surface plan, however well drawn, can inform us what are the state of things existing underground. This is a matter of great interest to the welfare of capitalists and the district at large, and we hope to return to it again in a short time.

The financial committee appointed by the Dean Forest Mineral Association on May 7, 1870, have just issued their report, which relates to the mode in which funds could be raised to meet the expenses which it was foreseen would of necessity be thrown upon the members of the association and general body of galees in the Forest by reason of the action taken by the Crown in connection with the question of "forfeiture" and "shortworkings," by which action the interests of the galees in the Forest were, in the opinion of the committee, most seriously affected. The Bill, as finally amended, was, with the sanction of the whole body of the foresters, agreed to by the committee and the Officer of Woods. The costs attendant upon all the proceeding, extending over a period of nearly three years, were originally estimated at a sum of 3000*l.*, but it appears that a sum of 750*l.* will be sufficient to cover all the expenses which have been incurred up to this time.

MINING IN THE FOREST OF DEAN.—We are requested to state that the old Park Hill Company's main heading was regularly driven on its proper course in the iron ore-bearing measures (locally termed the "vein" or "crease"), and not "out of the course"—"out of the measures altogether"—as misrepresented by a local correspondent. Iron ore was, moreover, found and worked by the old company in various places along this heading, a portion remaining visible in the face when the new owners entered, in March last. No new discovery has been since made. The new owners have continued the heading in the same course and in the same measures in which it had been previously driven. No other tunnel has as yet been commenced, but we have, nevertheless, no doubt whatever that the enterprise of the new owners will ultimately be well rewarded.

MANUFACTURE OF PAPER-MAKING MACHINERY AT LYDNEY.—Whilst other and more conspicuous nations are anxious to utilise their natural resources by the aid of British machinery, the little kingdom of Sweden is displaying equal anxiety. Count Lewenhaupt, of Malmö, accompanied by a distinguished engineer of that part of the world, recently came to England seeking the best machinery for so cutting up the firewood of their forests as to permit of it being used, not partially, but thoroughly, in producing a good paper pulp, from which, without any mixture of esparto grass, or rags, good paper, fit either for the printer or the writing-desk, may be produced. After going through Lancashire and Yorkshire, and the other centres of machine manufacture, they went to Lydney, in Gloucestershire, where are the works of Mr. James A. Lee, who saw machinery, of which Mr. Lee is the inventor and manufacturer, where it was manifest would accomplish what they desired. At their request Mr. Lee went with them to Sweden, where, after an interview with numerous landed proprietors, who have forests of spruce, and after an interview with Prince Oscar, Mr. Lee received orders for several sets of machinery. Since that time orders have arrived from other quarters.

TRADE OF THE TYNE AND WEAR.

Sept. 28.—The Coal and Iron Trades continue extremely brisk, and the prospect is certainly better than it has been for many years. A large number of new houses are in course of building by the Felling Coal and Iron Company, also by the Wardley Coal Company, the Hutton Coal Company, and many others. In the Consett and Lanchester district great exertions are making to meet the demand for coke. A large quantity of houses are in course of building by the Consett Iron Company. A number of men have been brought from Staffordshire to work in the coal seams here, and they are found extremely useful—they are, indeed, generally better "holers" than the Durham men. Many men have also been brought lately into this district from the South, and some from the Midland Counties, but the greatest number from Cornwall. Upwards of 100 men have arrived from the latter county within the last few days at the Usworth and Washington Collieries, in Durham, and a considerable number of Cornishmen have also arrived at the large collieries in Northumberland lately. Such is the demand for men of all kinds here at present that any number can readily find employment, either labourers, mechanics, or miners. Labourers are paid 4*s.* per day, bricklayers, &c., 3*s.* 3*d.* per week. Miners earn on an average 6*s.* per day of seven hours underground. Cornish miners are much liked here; they readily fall into the method of working coals, and they are also experienced workers in stone drifts and sinking shafts.

The Cornsay Coal and Coke Company, about three miles from Lanchester, are now making good progress; they have been seriously stopped in their progress by the occurrence of a fault, which cut the coal seam out, but this has been proved, and it is expected that the output of coal will be largely increased soon, and the coke-ovens supplied. A large number of coke-ovens have been erected at this place, and machinery has also been erected for making plate and fire bricks. The shale from the roof of the seam makes very good fire-bricks, and the fire-clay at the bottom makes very good fire-bricks. So great is the demand for coal and coke of all kinds here that the great problem of the hour is the supply of men, which is very deficient. The arrivals in the north-eastern ports have not been so numerous during this last week as the preceding weeks, owing to the continued westerly winds, consequently there has been more enquiry for tonnage on the Wear and at the Hartlepool. On the Tyne, however, the coal turns in the steam coal trade are as bad as they were, and heavy dispatch money is being paid for early turns. As a rule, steamers are being fixed at lower rates than those for sailing vessels. The Tyne and Northumberland Docks are well filled with ships. Rates to the Baltic are firmer, as merchants are anxious to get coals away before October, when there will be a general rise of 1*s.* per ton in steam coal. Large quantities of manufactured goods are being dispatched to Antwerp, Hamburg, and the Dutch ports, and a good general business is being done with the Baltic. There is no change in freights homeward from the Black Sea, and little is doing, but the rates are tolerably firm. The price on the Wear for London is 6*s.* 3*d.* per ton, and turns are easier. For the Baltic there is considerable enquiry for Stettin and Swinemunde, for which ports fair rates are obtained. The demand for grain freights are at present chiefly from

New York and Montreal, and good rates are now being obtained by ships at these places. There is considerable activity in the South American trade, both out and home. The arrivals at the Hartlepool numbered 126, and the sailings 234. Coal freights are—London, 6*s.* 4*d.*; Rochester, 6*s.*; and others in proportion. Outward European charters continue to command remunerative prices. Great activity prevails in the iron and ship yards. It is contemplated to establish, under the auspices of Mr. Monkhouse, of Newcastle, extensive rolling-mills, near the present ironworks at West Hartlepool, on the limited liability principle.

A traction-engine, adapted for working on common roads, is now at work on the road from Gateshead to Sunderland. This engine is employed in bringing lime from the quarries at Boldon to the Felling Colliery, near Gateshead. A large number of houses are to be built for the workmen here by the Felling Coal and Iron Company, and this engine is employed in bringing lime for the purpose of those buildings. It is only a small engine, by Fowler, of Leeds, but, as the road is comparatively level, two trucks are dragged by it, containing about 7 tons each, or 14 tons of lime, exclusive of the weight of the engine and trucks. The engine appears to be, on the whole, a success, although there is some danger of accidents from collision with carriages drawn by horses on the road. The wheels are not coated with india-rubber, which appears to be a defect, as wheels coated in that manner run much better, and are nearly free from the disagreeable jolting and noise caused by ordinary iron wheels.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

Sept. 28.—The Preliminary Quarterly Meeting of the South Staffordshire Iron Trade was held in Birmingham this afternoon, and was most numerous and influentially attended. Several circumstances combined to render the meeting one of more than usual importance, and it has been anxiously awaited for several weeks past by both makers and consumers of iron. The main questions to be decided were the wages of the millmen, and the "official list" standard of quotations for the next quarter. As to the first of these questions, it will be remembered that at a meeting of the ironmasters held about a month since it was decided to advance the wages of ironworkers 5 per cent. all round, and to give the puddlers in addition to this advance a bonus of 6*d.* per ton. This extra concession to the puddlers was made with a view of equalising their earnings with those of the millmen and other classes of ironworkers. The great inequality previously existing has for years past been admitted, but the opposition of the millmen, or rather their demand of an equal advance with the puddlers, has hitherto prevented any successful action in the matter on the part of the trade. This difficulty has again presented itself, though, perhaps, in scarcely so formidable a shape as heretofore, and its deliberation occupied a considerable time in to-day's meeting. The question of prices was, of course, pretty much involved with that of wages, but it was also largely influenced by the action of the North Staffordshire ironmasters a fortnight ago. After a spirited discussion, in which representatives of most of the leading firms took part, it was decided that no official advance in prices should be declared, but that individual firms should be left free to make the best terms they can with their customers; and that in respect of the wages question the advance of an extra 5 per cent. asked for by the millmen was granted, and will commence from Oct. 16. By the first of these decisions the "official list" of the trade is virtually abolished. This "list" has long been a fiction to all but a few of the leading houses, and has served no better purpose than to regulate the rate of wages. The nominal quotations of to-day were 9*l.* for bars, and other kinds in proportion, but orders were accepted at less than 8*l.* 10*s.* On the whole, the decision has given general satisfaction to the trade, and the discontent of the millmen is effectually silenced by the 5 per cent. advance. Puddlers' wages remain at 9*s.* 6*d.* per ton, as before.

The demand for iron throughout the district is very actively sustained, both for local consumption and on export account. The latter branch of the trade is particularly brisk, and as the close of the shipping season draws near great pressure is being brought to bear by the merchants to secure the completion of orders as early as possible. As an indication of the prevailing activity, we may mention that on Saturday a leading firm in this district issued a circular announcing that future orders would "only be accepted subject to prices ruling at the time of delivery, and that considerable time would be required for their execution." Other firms manifest equal reluctance to add to the numerous orders already on their books, except on some such conditions as those just referred to. The pig-iron firms are booking orders on account of the new quarter at a decided advance on recent quotations. An increase in the yield of pig-iron will shortly be effected by the blowing in of several additional furnaces.

Another failure in the iron trade has been announced this week, the delinquent firm being Messrs. Job Legge and Son, of Smethwick. The liabilities, as at present ascertained, are from 5000*l.* to 6000*l.*. It is feared that liquidation will be very unfavourable to the unsecured creditors. The engineering establishment of Messrs. Wright Brothers, at Gosport, near Walsall, is being converted into a joint-stock concern. The capital is 12,000*l.*, in 7*l.* shares. The Messrs. Wright will continue to superintend the management of the works.

The Black Country ironfounders have declared an advance of 10*s.* per ton on common castings, and 1*l.* per ton on chilled rolls and other produce of the better class. The demand for mill and forge machinery at all the principal establishments is very actively maintained.

The nail forgers engaged in the horse-shoe nail department of the trade are on "strike" in the Dudley and Halesowen districts, for an advance of 3*d.* per 1000. The employers had previously offered a compromise, but the nailers decided "to have all or none." As this report is being dispatched we learn that one or two leading firms at Dudley and Lye Waste have agreed to give the full advance asked for, and there are now some hopes of an early settlement of the dispute.

In North Staffordshire the demand is steady for the leading descriptions of finished iron, but the recently declared advance in quotations is not being fully realised, except in a few instances. Considerable orders booked at the old rate yet remain to be worked off. There is a brisk demand for pig-iron on account of the new quarter. Coal is in very fair demand, and for ironstone sufficient contracts have already been placed to absorb the greater part of the probable yield for the remainder of the year.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

Sept. 28.—The general trade in iron and coal remains without alteration, and the mining districts of Derbyshire are so far free from those disputes which are to be found in most others throughout the country. This, no doubt, is in a great measure due to the consideration shown by the heads of the principal establishments in the early part of the year, when not only was an advance made in several instances, but several advantages given to the workmen that put them in what may be termed an exceptional state when compared with other districts. At Staveley, under the auspices of Mr. C. Markham, the managing director of the works there, the most extensive in Derbyshire, many benefits have been conferred on the workmen and their families far in excess of what could be obtained by an advance of either 5 or 10 per cent. in wages. At the same place an advance was given to the miners some time since, unasked for, whilst large sums of money have been given for upholding the Accident and Insurance Fund, and entertainments and tea parties have been given in succession to the wives and families of the workpeople. The men have also had solid food prepared for them, both intellectual and physical, and in no part of the kingdom has so much been done to improve the moral, intellectual, and social position of some 4000 or 5000 workpeople and their dependents than at Staveley, where before long a considerable body of those engaged in the most trying of our industries will be enabled to live in houses they will be able to call their own. At Clay Cross and other places much has also been done to improve the position of the workmen, whose interests are carefully watched over, for by the establishment of co-operative stores fair and moderate prices for all the leading necessities are ensured, the profits being ensured to the purchasers. Education for the young has not been overlooked, and in that respect the Derbyshire miner is probably in a much better position than his brethren in any other part of the kingdom. Most of the ironworks in the county, it may be said, are doing a very good business, there being still an active demand for most qualities of foundry material, including pipes, pillars, stoves, and other castings. In steam coal business is tolerably active, as there is also in gas quality. The London trade has been well maintained, as may be judged from the fact that the tonnage by the Midland has in no way diminished. The

winter prices for house coal it is expected will come into force next week, but it is said that the increase will not be more than 6d. per ton. The lower rate charged by the Great Northern from South Yorkshire has not materially affected the Derbyshire trade, nor can it do so, seeing the advantage of being some 30 miles nearer the metropolis cannot be altered.

The Sheffield trades are active, those engaged in all the heavy branches being well up for orders. Armour-plates continue in brisk request; and the producers of Bessemer steel, plain and manufactured, cannot be busier. Every description of railway material is in request, and the prospects for the next year, on Russian and continental account, are in every way healthy, seeing that of late several concessions of an important character have been made, and will be entered upon in the spring. Every description of tyres, axles, springs, and wheels are being largely produced. In the better qualities of cutlery trade is better than it has been, and the same may be said with regard to files. The strike of the fork-grinders for an advance of wages has not created much interest, as the trade has not been particularly brisk, whilst the time can scarcely be said to be opportune. Still it is by no means unlikely that some of the other trades, now that a move has been made, will follow in the same direction.

The flooding of the Nunnery Colliery by the breaking down of the pumping-machinery—a most unusual circumstance—it is expected will not take very long to clear, although in the meantime a considerable body of workmen will have to remain idle. In the South Yorkshire district the demand for 5 per cent. advance has been conceded, although the price of coal is not now so high as it was three years ago, when the men submitted to a reduction of 5 per cent. It is true that the coal trade has been very good for some time, but prices have not been at all high; and as masters have had to meet with a great deal of opposition in the leading markets, the profits have not been equal to what might be expected from the amount of business done. Of late a considerable trade has been done with Grimaby, where during the past week heavy consignments have been made, seeing that only one more voyage can be made to St. Petersburg before the ice closes the higher part of the Baltic for several months, probably to April or May next. The success of the colliers in South Yorkshire in obtaining an advance of wages has led to a similar demand on the part of the miners in the western part of the riding; and some of the masters have increased the wages of their men to the extent of 7½ per cent.; still, as the increase of wages has not been given to more than one-third of the miners in Yorkshire—there being upwards of 30,000 in the county—we may expect that a more general demand will be made, but with what results it is hard to determine, seeing that all districts are not alike in the amount of wages paid, or the seams of coal worked.

REPORT FROM SCOTLAND.

Sept. 27.—The warrant market was not much affected last week by the sudden and decided change in the aspect of the money market, a good business being done down to 60s. 7½d. cash. On Monday there was a good deal more anxiety shown to sell, and the price was put down to 59s. 3d. cash, and 59s. 6d. one month, but it rallied during that afternoon to 59s. 7½d. cash. Yesterday a further slight improvement took place; but this forenoon the market was flat, business in warrants taking place as low as 59s. 4½d. cash. Later, the tone improved, and 59s. 9d. cash was realised at close, sellers over; g.m.b., No. 1, 60s. 6d.; No. 3, 59s. There is little alteration to make in shipping iron, the demand being met by dealers at a little under the makers' prices:—

	No. 1.	No. 3.
G. M. brands at Glasgow (deliverable alongside).....	60s. 6d.	59s. 6d.
Gartshore ditto.....	72 0	62 6
Coltness ditto.....	72 0	63 0
Summerlee ditto.....	69 0	62 0
Carbucro ditto.....	62 0	61 6
Langloan at Port Dundas ditto.....	65 0	62 6
Calder ditto.....	67 0	62 0
Glengarnock at Ardrossan ditto.....	67 0	62 0
Dalmellington ditto.....	62 0	61 0
Eglington ditto.....	61 6	59 0
Carron at Grangemouth ditto.....	58 6	—
Shotts ditto (selected) ditto.....	65 6	—
Kninell at Boness ditto.....	64 0	61 6
G. M. brands at Middlesbrough ditto.....	55 0	50 0
Bar Iron.....	£5 5 0	to £5 10 0
Nail rods.....	8 10 0	—

For the week ending Sept. 23, 1871.....Tons 16,173
" Sept. 24, 1870.....16,618

Total increase since December 25, 1870.....475
Decrease.....143,511

In Malleable Iron there has been more buying this last week at the advanced rates, but principally for forward delivery, little of what has been sold recently having yet been specified. A good business is doing, however, in bars, plates, angles, rods, hoops, nail-roads, galvanised sheets, tubes, hollow ware, and miscellaneous cast goods and pipes. The shipments of machinery have also been pretty heavy during the month, and there is a brisk home demand, which has also to be provided for. Mr. Strathern has retired from the firm of Strathern, Murray, and Paterson, engineers and boiler makers, Coatbridge. An influential company, headed by Mr. Charles Tennant, of the Glen, have been looking out for a site on which to erect works for the manufacture of steel rails from Scotch iron. The probability of their location being either at Cambuslang (in this neighbourhood) or at Irvine, in Ayrshire, is only guessed at; but it is true that both localities have been visited, and one or other may be fixed upon for the purpose indicated. Messrs. W. and P. M'Lehlan, of the Clutha Ironworks, have staked off some ten acres of ground for the purpose of concentrating their works in one place.

In Coals there is still a very brisk trade doing, although the shipments look adverse for the week ending yesterday, the figures being 36,680 tons, against 39,892 tons in the corresponding week of last year. This apparent decline is only the result of an accident, as during the month there has been an increase of nearly 54,000 tons. During the three months of July, August, and September the shipments rose to 560,659 tons, as compared with 434,665 tons in the corresponding months of last year, showing an increase on the quarter of 125,994 tons.

The colliers, knowing the value of their services, are getting saucy with their employers; and as some of the masters have already conceded the advance of 6d. a day, they threaten at once to lift their "grait," if the advance demanded is deferred even till Oct. 1, and some men are already out on strike for this very reason—that is to say, they prefer losing 30s. each by striking to 3s. by working.

We have great pleasure in stating that Mr. James Gray, manager of Drumpellier Colliery, has been selected (out of some 60 applicants) to be manager of the ironstone pits at Benhar, near Shotts, the property of Robert Addie and Sons, ironmasters, Langloan Ironworks. This appointment is a well-deserved acknowledgement of the skill of a practical miner, who has risen to his present position in a few years through his own unaided merit. Mr. Gray enters on his new duties at Benhar on or about Oct. 16, where we hope to hear of his extended usefulness and increasing prosperity.

For some time Messrs. James Greenshields and Co. have employed in their oilworks, near Johnstone, a process for obtaining oil from carbonaceous substances, and utilising the by-products and residues by making manure and moulders' blackening. The process was protected by patent in January, 1870, and has since been carried out at the works with very satisfactory results, "improving, simplifying, and cheapening" the extraction of oil, and producing manure of excellent value.

During the week there was launched from the shipbuilding yard of Messrs. Tod and Macgregor, Patrick, a magnificent vessel, named the City of Montreal, belonging to the Liverpool, New York, and Philadelphia Steam Ship Company. The dimensions of the vessel are as follows:—Length from keel to back of figure, 435 ft.; beam, moulded, 45 ft.; depth, moulded, 36 ft.; tonnage, British measurement, 3800; tonnage, gross register, 4600. The ship is divided off into 10 water-tight compartments, and has all the mail and specie rooms necessary for the Post Office service. The engines, of 600-horse power nominal, have been constructed by the builders at their Clyde foundry, and will be put on board at the large crane at Finnieston Quay.

RE-OPENING OF THE SILVER MINES AT BATHGATE.—The silver mines at Bathgate, after having been abandoned for two centuries, have again been put into working order, three shafts having been put down, and one mine driven to the precious metals. The machinery erected for the crushing and washing of the different minerals obtained at these mines was set in motion last week, in the pre-

sence of the lessee and Mr. Taylor, mineralogist, Edinburgh. The minerals or metals when brought to the surface are broken up by large hammers, and then thoroughly washed. When cleaned they are carefully picked and divided into four different qualities. The first quality is supposed to consist of platinum and silver and lead ore; second, silver ore in smaller quantities; third, the refuse; and, fourth, the small particles that pass through the grating of the washing-machine. It is then removed to the knockstone, and subjected to the process of bruising; after which it again undergoes a washing, and then it is ready for smelting. In one of the old workings where the silver was originally wrought the following dates are to be seen cut out of the solid rock:—First, in the lower working, the date "1645;" and further on, in a perpendicular rise of 7 or 8 feet, another dated "1498," with the word "Effy" cut out beside it. The machinery has been put up at very considerable expense. The lessee has a long purse, and no small amount of perseverance, and we trust his patience and labour may meet with an ample reward.

REPORT FROM THE NORTH OF ENGLAND.

Sept. 28.—The Iron Trade in this part of the country is in much the same position as at the date of our last report. There is, if anything, perhaps a more animated market for all kinds of iron, except rails, which are not just now in very great request. There were a few enquiries for rails, but under the average, and fewer than could be wished for. Nevertheless, makers are understood not to be very badly off for winter work, generally speaking, and at present the mills and forges throughout the district are very busy; prices are firmer. English railway companies are more freely in the market at the present time, and there are a few specifications afloat for American account. The American requirements are known to be large, and it is generally anticipated that orders for a considerable quantity of railroad iron will be received from thence during the next few months. In consequence of the animation in the shipbuilding trades the demand for plates continues strong. Some firms in the district are laying themselves out for the execution of a greater number of plate orders than they are in a position to undertake, and others who are principally engaged in the manufacture of rails are likely to alter some portion of their plant for plate rolling. Prices for shipbuilders' iron are much improved during the last few weeks, and makers generally are well stocked with work. For bar iron there is a steady demand, and makers are fairly supplied with orders—indeed, some firms are reported to have sufficient work to keep their mills in operation until the spring.

Uneasiness has recently been manifested in the furnished iron trade in respect of the wages question. The men in several instances lately have shown dissatisfaction, and stoppages in more than one instance have been the result. Last week the puddlers at the Britannia Ironworks, Middlesbrough, ceased work without giving any notice, their grievance being an alleged inferiority in the quality of the iron they had to work. The matter, however, was fortunately arranged the next day, and the works have been going on pretty steadily since.

The pig iron trade continues brisk. There was a good demand on 'Change at Middlesbrough on Tuesday, and some few orders were placed at full rates. Makers of pig iron in the Cleveland district are all heavily stocked with orders, and are in some cases hardly able to fulfil their contracts. Deliveries are heavy, and stocks are expected to show a decrease on the publication of the masters' returns for this month. Foundries are pretty full of work.

REPORT FROM MONMOUTH AND SOUTH WALES.

Sept. 28.—Taking all things into consideration, it must be admitted that the Iron Trade is in a fairly satisfactory position at the end of the third quarter of the year, and there is now every probability that at the end of the year it will bear favourable comparison with the state of things existing 12 months ago. The present state of the market, although quiet, is far preferable to that of the end of last year. In all branches of the trade business has improved gradually and surely, and lost animation has been so far regained as to be almost equal to the prosperity which formerly prevailed. Russia, as stated in previous reports, has not been so important a customer as was anticipated, but American and other requirements have been on so extensive a scale as to make up, to a great extent, for the restricted Muscovite purchases, and makers are still so well employed on the orders which have been given out that there is not much fear of there being any lack of employment until the end of the year, whatever might occur. The belief that it would be necessary to make some general advance in quotations for finished iron has gained ground, and there is now little doubt but at the Quarterly Meetings, which are now commencing, the ironmasters will make an appreciable alteration in the list for the next quarter. In anticipation of this, sellers in this and other districts have put up the values of the descriptions of make required for, and within the last week scarcely any transactions have been entered into, except certain concessions are made by purchasers. After all, there will probably be less difficulty than has been imagined in inducing consumers to submit to a higher standard of values, because with the continual advances made in the prices of raw materials finished iron makers could not sell their commodities at the same low rates that have been current for many months past. Again, the agitation which is everywhere to be observed amongst the workers for a higher scale of remuneration renders it almost indispensable that higher values should be obtained for the materials they produce. To execute all the contracts on the books on account of Canada, the Northern States of America, before the shipping season closes, it is necessary for makers to push forward operations as much as possible. All the hands are, therefore, working full time at the mills, and as the weather now offers no interruption, very considerable activity is to be witnessed in all departments of the ironworks. The steelworks at Dowlais, Ebbw Vale, and other parts of the district are quite pressed with steel rail contracts. Average purchases of rails, bars, and plates continue to be made for home purchases. Increased quantities of foreign pig-iron and iron ore are being imported into the district.

The Tin-plate Trade is still characterised by a large degree of activity. There is a good demand, and makers are obtaining full rates without difficulty. It is expected also that a further advance will be made in quotations for the next quarter. New works are shortly to be opened in two different parts of this district.

It must be admitted that there is some improvement taking place in the Steam Coal Trade, and the output of the collieries is still increasing, but the men have not yet settled down to work with the desired regularity. The supplies sent down to the coal ports for shipment are cleared as rapidly as they arrive, and there is little doubt that a much larger business might be done if things were more settled. It is evident, also, that the demand has been and still is to some extent checked by quotations remaining high, many buyers having expected that after the strike terminated quotations would have fallen back to what they were before. Notwithstanding this, however, without doubt it will be long before low prices will again prevail, because there is not only a fair demand from the principal foreign markets, but as far as can now be seen the agitation which has commenced for advanced wages, and the increased cost of many of the articles used by colliery proprietors, render it indispensable that higher values be obtained for coals.

There are unmistakable indications that a general movement is taking place amongst the men in most of the industries of this district for a higher rate of remuneration. Scarcely has one agitation, which culminated in a prolonged strike, subsided before another storm appears to be rising. But this time the disaffection is confined principally to the house coal workers. Another meeting of delegates, representing upwards of 30,000 miners, ironworkers, and colliers, has been held this week, and a resolution was passed to the effect that an advance of 10 per cent. should be applied for the beginning of the next month, the men alleging that this would only be a return to them of a 10 per cent. reduction carried out in Feb., 1865. To think that the men should ground their demand upon such a plea is ridiculous, but that they will do so there is little room to doubt, because it was understood that deputations should wait on each of the proprietors to obtain an answer not later than October 12. The delegate meeting purported to represent ironworkers and steam coal colliers. When it is remembered that the former only recently received an advance in wages, and that in reference to the latter an arbitration is about to be proceeded with to decide upon their claim to an advance, it can scarcely be thought that those two bodies of men can act under so many as to make another application for an advance. For the sake of masters and men it is much to be hoped that these disquieting movements will soon cease, that the trade might resume something of its former activity. The long-pay system was also longly discussed, and strongly condemned by the delegates, many of whom advocated weekly settlements, but the majority contended that the pay should not be at longer intervals than one month, and a resolution to that effect was passed. It is expected that if the proposed demand be made the masters will lose no time in convening a meeting to consider what steps should be taken by themselves.

The report of Edward Finch and Company (Limited), Bridge Works, Chepstow, shows a profit to June 30, of 1940*l*. A dividend at the rate of 5 per cent. per annum is recommended. The directors state that the works have been well employed, and fresh contracts have been obtained, which will keep them fully occupied. A much larger amount of work might be done, if additional capital for erecting machinery were provided; and the directors strongly impress upon the shareholders the importance of increasing the number of their shares.

The arrivals at Swansea include—the Elaine (s.s.), from Bilbao, with 530 tons of iron ore, for Forrester and Co.; Baltic, from Bilbao, with 238 tons of iron ore, for James Strick; Pacific, from Bilbao, with 165 tons of iron ore, for the Dowlais Iron Company; Blue Jacket, from Bilbao, with 174 tons of iron ore, for the Dowlais Iron Company; Martha Brader, from Bilbao, with 155 tons of iron ore, for T. Sutton; Pere Etienne, from Antwerp, with 100 tons of fire clay, for H. Bath and Son; Jules Marie, from Antwerp, with 100 tons of fire clay, for H. Bath and Son; Paul and Marie, from Bilbao, with 260 tons of iron ore, for J. Strick; Clara, from Bilbao, with 335 tons of iron ore, for H. Bath and Son; Marie and Anne, from Bilbao, with 235 tons of iron ore, for T. Sutton and Co.; Lizale, from Huella, with 400 tons of pyrites sulphur ore, for Vivian and Sons; Titania, from Huella, with 380 tons of pyrites sulphur ore, for Vivian and Sons; Peep O'Day, from Bilbao, with 228 tons of iron ore, for W. H. Tucker; John and Mary, from Bilbao, with 165 tons of iron ore, for Dowlais Iron Company; Zama, from Bilbao, with 292 tons of iron ore, for H. Bath and Son; Pere Benjamine, from Bilbao, with 140 tons of iron ore, for T. Sutton and Co.; Mary Sprout, from Bilbao, with 210 tons of iron ore, for W. Tucker; Quadron, from Bilbao, with 225 tons of iron ore, for W. H. Tucker; Botsey, from Drammen, with 145 tons of zinc ore, to order; Hercules, from Caldera, with 255 tons of

silver regulus, 36 tons of silver ore, 19 tons of bar copper, 52 tons of gold ore, and 180 tons of copper ore, for H. Bath and Son; Donna Maria, from Bilbao, with 235 tons of iron ore, for the Governor and Company of Copper Miners.

COAL AND METAL MARKETS.—The meeting at Swansea, on Saturday, was not very well attended, doubtless, owing to the fact that, as a rule, both buyers and sellers have made all the contracts they have to make for some time to come. There is next to no speculation in the iron trade, and stocks in makers' hands are reduced to a minimum, so that buyers wanting immediate delivery are compelled to give prices above the quoted list; in fact, stocks are less than they ought to be to give satisfaction to those who have not foreseen that the price of the raw material is advancing, and will advance. An offer was made for No. 3 hematite of good brand at 84*s*., but there was no response. Best Welsh mine iron, such as "Cwmbran," was quoted at 90*s*. for good f.o.r. at the works, with none offering except for delivery in 1872. We understand that Mr. Talbot's furnaces, near Tondy, will shortly be put in blast by an eminent firm of merchants in Swansea, and we augur for them a future of considerable success. Tin-plates are selling at high figures, and there appears to be every probability that the official price will be advanced at the next quarterly meeting of the tin trade at Newport, on Wednesday, Oct. 4. Mr. Struthers exhibited some very fine samples of magnetic ore from Sweden, and there is no doubt that when the lines of railway proposed and in course of construction in that country are completed large quantities of ore will be available for this country. As a sign of the times, it is worthy of notice that capitalists in this neighbourhood are about to construct new tinworks at Pencelawd and Llantrisant.

LANGDALE'S CHEMICAL MANURE COMPANY has been formed, with a capital of 250,000*l*., in share of 10*l*. each, to purchase for 90,000*l*. the works, plant, and business of Mr. S. Langdale, of the Mushroom Wharf, Newcastle-on-Tyne. The property is freehold, and has an excellent wharf 438 feet long on the Tyne, with sufficient depth of water for ships to load and discharge. The business has been established upwards of twenty-one years, and reached during the past year a sale of 30,000 tons. All necessary buildings are erected, including ten large lead sulphuric acid chambers, absorbing and denitrating columns, 56 pyrites furnaces, 7 steam-engines, and 11 boilers. Tramways are laid which command nearly the whole works. Mr. Langdale will accept fully-paid shares for the whole of the purchase-money, and has agreed to act as managing director for five years, whilst Mr. J. Berger Spence, of Manchester, will be the chairman of the company. It is estimated that the production of chemical manure in England, Ireland, and Scotland is about 500,000 tons annually; and with the exhaustion of the old Peruvian guano from the Chincha Islands, and the uncertain quality of that from the new Guapape Island, the demand is rapidly increasing, and the rate of consumption points to double the quantity being required during the next ten years. The profit for the last three years has been 15 per cent., and it is thought that by largely extending the works this can be considerably increased.

ECLIPSE.—There is no truth whatever in the statement that has been put forward that the capital of this company is likely to prove insufficient to bring this mine into a profitable condition. The 30 water-stamps went to work on Sept. 25, which it is calculated will reduce sufficient ore to meet all expenses. When the additional 70 stamps are at work considerable profits are anticipated.

PITTSBURG MINE (California).—A most elaborate report has been received on the Pittsburg mining property from Mr. James D. Hague, in which he advises its purchase in the following terms:—
"I recommend the purchase of the property, believing that its present value fully establishes its value, and that the present indications afford sufficient promise of a much greater capacity than has yet been developed. Under wise management I think the enterprise would do credit to American mining interests abroad, and afford satisfactory returns to its owners."

THE MINERAL HILL SILVER MINES COMPANY announce that they have received per steamer Donau, from New York, eight bars of silver, value \$10,181. They have also advised that their 15-stamp mill is running steadily, and making \$2500 (500*l*.) per day net profit. The new 20-stamp mill will, it is expected, be at work early in October.

MINING IN JAPAN.—Mr. Gower, mining engineer to the Japanese Government, has erected a set of machinery on the island of Sado for crushing and washing the gold quartz, which is found in such abundance there, and it has now been at work for the last few weeks. Sado has been the scene of mining operations for an unknown period, mines being found in different parts of the island of which no record exists as to when they were worked. Those at present in operation lie on the west side of the island, at a village called Akaka. The entrances to the mines are in a valley running up from the village, and they are generally from 150 to 300 feet from the level of the sea, and from 1 to 1½ mile from it.

THE MONT CENIS TUNNEL.—At the Academy of Science, M. Rile de Beaumont read a long and interesting geological paper on the Mont Cenis Tunnel. He noticed, as a curious phenomenon, that scarcely a drop of water was found by the engineers who pierced the tunnel. Water to drink for the workmen had all the time to be brought from without. A very insignificant ferruginous spring was the only one they came across. A second remarkable observation was that the geological character of the interior of the mountain answered exactly to the description given of it from scientific theory by M. Siamondt twenty years ago. This coincidence was so striking, that some of the engineers employed in the tunnel could not help making the remark that mountains would appear to be as transparent as glass to the eyes of the learned.

MINING GLOSSARY.—The third edition of the Glossary of Mining and Smelting Terms has now been printed, and contains carefully compiled lists of the technical terms used in the mines of Cornwall, Derbyshire, South Staffordshire, Newcastle, and Spain; and of the smelting terms used in France and Germany. The book, which will be found extremely valuable to those interested in mines desiring thoroughly to comprehend the agents' reports, will be forwarded from the Mining Journal office, 26, Fleet-street, E.C., on receipt of 2*s*., or may be obtained, by order, through any bookseller or newsagent.

BLAST-FURNACE ORE.

THE DALTON HEMATITE MINING COMPANY,
ULVERSTON,
Are in a position to SUPPLY DARK BLAST-FURNACE ORE, to consumers only.

GOLDENHILL, COBALT, NICKEL, COLOUR, BORAX
AND CHEMICAL WORKS,
NEAR STOKE-UPON-TRENT, STAFFORDSHIRE.
JOHN HENSHALL WILLIAMSON, MANUFACTURER AND REFINER.
Purchaser of Borate of Lime and Tinical.
THE WORKS ON SALE.

NICKEL AND COBALT REFINING, AND GERMAN SILVER
WORKS, 16, OZZELL STREET NORTH, BIRMINGHAM.
STEPHEN BARKER begs to inform the Trade that he has the following articles for sale:—REFINED METALLIC NICKEL.
REFINED METALLIC BISMUTH.
OXIDE OF COBALT.
GERMAN SILVER—IN INGOTS, SHEET, WIRE, &c.
NICKEL AND COBALT ORES PURCHASED.

ELFORD, WILLIAMS, AND CO.,
COPPER ORE WHARFINGERS,
SHIP BROKERS AND COAL EXPORTERS
METAL AND GENERAL COMMISSION AGENTS,
SWANSEA.

ELFORD, WILLIAMS, AND CO. having erected an assay office, and engaged the services of a practical Cornish assayer, who will devote his whole time to this branch of their business, they are now in a position to make correct assays of silver, copper, and other mineral ores, on the most moderate terms.

FOR SALE.—THE UNDERMENTIONED ENGINES:—
ONE 50 in. cylinder PUMPING ENGINE, with ONE BOILER.
ONE 24 in. cylinder ROTARY STEAM ENGINE, with or without BOILER, wrought iron fly-wheel shaft, and 10 ton fly-wheel.
ONE 12 in. cylinder ROTARY STEAM ENGINE, with ONE 6 ton BOILER.
A 30 in. double-acting ROTARY STEAM ENGINE, and 12 ton BOILER.
THREE Cornish BOILERS, from 12 to 15 tons each, in excellent condition.
Also, several Cornish CRUSHERS, of various sizes.
A 60 feet WATER WHEEL, with hammered iron round shaft, cast-iron sockets, rings, &c.
For further information, apply to—
W. MATTHEWS, ENGINEER, TAVISTOCK.
Tavistock, Feb. 3, 1871.

MESSRS. CAMERON AND CO., SHAREBROKERS,
CHESTER, having a thorough knowledge of the Lead Mining District in Wales, are ENABLED to FURNISH the BEST and MOST RELIABLE INFORMATION on all WELSH LEAD MINES.
Messrs. CAMERON and Co. invite subscriptions for a limited number of fully-paid shares, at 42*s* each, in a sound MINING PROPERTY, which is certain to pay large dividends at an early date. Full particulars forwarded on application. Business transacted in American Gold and Silver Mines, also in Roman Gravel, Tankerville, Bog, Pennerley, and Perkins Beach.
WANTED, a good HEMATITE IRON MINE. Cumberland district preferred. Also, an IRON MANGANESE SETT. State price and particulars.
OFFICES: BRIDGE STREET CHAMBERS, CHESTER.

Royal School of Mines.

ROYAL SCHOOL OF MINES.
DIRECTOR.
Sir RODERICK IMPEY MURCHISON, Bart., K.C.B., F.R.S., &c.
During the TWENTY-FIRST SESSION, 1871-72, which will commence on the 2nd of October, the following COURSES OF LECTURES AND PRACTICAL DEMONSTRATIONS will be given:—
1.—CHEMISTRY..... By E. FRANKLAND, Ph.D., F.R.S.
2.—METALLURGY..... By JOHN PERCY, M.D., F.R.S.
3.—NATURAL HISTORY..... By T. H. HUXLEY, LL.D., F.R.S.
4.—MINERALOGY..... By WASHINGTON W. SMYTH, M.A., F.R.S.
5.—MINING..... By A. C. RAMSAY, LL.D., F.R.S.
6.—GEOLOGY..... By T. M. GOODRICH, M.A.
7.—APPLIED MECHANICS..... By FREDERICK GUTHRIE, F.R.S.
8.—PHYSICS..... By the Rev. J. HAYTHORN EDGAR, M.A.
9.—MECHANICAL DRAWING, by the Rev. J. HAYTHORN EDGAR, M.A.
The Fee for Students desirous of becoming Associates is £30 in one sum, on entrance, or two annual payments of £25, exclusive of the Laboratories.
Pupils are received in the Royal College of Chemistry (the Laboratory of the School) under the direction of Dr. Frankland, and in the Metallurgical Laboratory under the direction of Dr. Percy.
Tickets to separate Courses of Lectures are issued at £3 and £4 each.
Officers in the Queen's Service, Her Majesty's Consuls, Acting Mining Agents, and Managers, may obtain Tickets at reduced prices.
Science Teachers are also admitted to the Lectures at reduced fees.
His Royal Highness the Prince of Wales grants Two Scholarships, and several others have also been established by Government.
For a prospectus and information, apply to the Registrar, Royal School of Mines, Jermyn-street, London, S.W.
TRENHAM REES, Registrar.

TECHNICAL EDUCATION
SCIENCE AND ART DEPARTMENT.

ROYAL COLLEGE OF SCIENCE FOR IRELAND,
STEPHEN'S GREEN, DUBLIN.
SESSION 1871-72.
This College supplies, as far as practicable, a complete Course of Instruction in Science applicable to the Industrial Arts, especially those which may be classed broadly under the heads of CHEMICAL MANUFACTURES, MINING, ENGINEERING, and AGRICULTURE.
A Diploma of Associate of the College is granted at the end of the Three Years' Course.
There are Four Royal Scholarships, of the value of £50 each yearly, with free education, including Laboratory Instruction, tenable for two years. Two become vacant each year. They are given to Students who have been a year in the College. There are also Nine Exhibitions attached to the College, of £50 each, with Free Education and Laboratory Instruction, tenable for three years, which become vacant each year. These are awarded at the Annual May Examination of the Science and Art Department.
The fees are £3 for each Course, or £10 for all the Courses of each year, with the exception of Laboratory.
The Laboratory Fee is £12 for the full Course of nine months, or £2 per month.
SUBJECTS OF INSTRUCTION.
Applied Mathematics, Mechanism and Machinery, Descriptive Geometry, Geometrical, Mechanical, and Engineering Drawing, Experimental Physics, Chemistry (Theoretical and Practical), Botany, Zoology, Geology and Palaeontology, Mining, Surveying, Agriculture.
The Laboratory is open for Instruction in Practical Chemistry, Metallurgy, and Assaying from Ten to Four o'clock every weekday during the Session, except Saturdays and holidays.
The Session commences on MONDAY, October 2.
Programmes may be obtained on application to the Secretary, Royal College of Science, Stephen's Green, Dublin.
FREDERICK J. SIDNEY, LL.D., Secretary.

THE WIRE TRAMWAY COMPANY (LIMITED)
ARE PREPARED TO SURVEY AND ESTIMATE FOR LINES, AND EXECUTE CONTRACTS AT HOME AND ABROAD.
They have engineers employed in constructing these Lines in England, Holland, Prussia, Austria, Russia, Italy, Spain, United States, Peru, Chili, and River Plate.
The system has been adopted by the English and Anglo-Indian Governments, the Spanish and Prussian Governments, and for many of the first mines and ironworks at home and abroad.

WIRE TRAMWAYS COST, exclusive of power and rolling stock, from £250 to £500 per mile for quantities ranging from 10,000 to 100,000 tons per annum; and are at present successfully employed in lengths from a quarter of a mile to several miles in transport of coal, ironstone, fire-clay, coke, general mining produce, beet root, sugar cane, &c.
They are working in most difficult and mountainous districts, where any other means of transport is impossible, as well as through ordinary country.

WIRE TRAMWAY COMPANY (LIMITED), 21, Gresham Street, E.C.

THE CASTLE GATE TIN MINING COMPANY (LIMITED).

Capital, £10,000, in 1000 shares, limited to £10 each.
The first payment is £2 per share, which must be made on application for shares, and no call will be made before the expiration of three months from this date.
Taking into consideration that large returns of tin can be immediately made, it is not thought that more than £5 per share will be required to be called up. Priority of allotment will be given to applicants desirous to pay up in full, and dividends will be paid *pro rata* on the amounts paid.

BANKERS.
THE CONSOLIDATED BANK (LIMITED), 32, Threadneedle Street.
THE SOUTH CORNWALL BANKING COMPANY, St. Austell, Cornwall.

JOHN FOX FARRIDGE, Esq., 3, Winchester Buildings, City.
OFFICES, —22, GREAT WINCHESTER STREET, LONDON, E.C.

Prospectuses, forms of application for shares, and detailed reports of the survey of this tin-bearing property may be had of the Brokers, Bankers, or Secretary of the company, as above.

Notice is hereby given, that NO APPLICATION FOR SHARES will be RECEIVED either from LONDON or THE COUNTRY after MONDAY, Oct. 2.

SIXTH EDITION, Revised and Enlarged, price 1s.; or free per post, 13 stamps.

BRITAIN'S METAL MINES:

A COMPLETE GUIDE TO THEIR LAWS, USAGES, LOCALITIES, AND STATISTICS.

By JOHN ROBERT PIKE.

Author of "Facts and Figures," and other works on the Mines of Cornwall and Devon.

CONTENTS.
CHAPTER I.—Mining for Metallic Minerals, considered as a National Industry and as a Field for Investment.
CHAPTER II.—British Mining—Does it Pay?
CHAPTER III.—Geological and Mineralogical Characteristics.
CHAPTER IV.—The Mines of Cornwall and Devon.
CHAPTER V.—The Mines of England and Wales (Cornwall and Devon excepted), Scotland, Ireland, and the Isle of Man.
CHAPTER VI.—System of Raising, Dressing, and Selling Ores.
CHAPTER VII.—The Stannaries Court and the Cost-Book System of Management.
CHAPTER VIII.—The Stannaries Court and the Companies Act, 1862.
CHAPTER IX.—The Mine Share Market—Conclusion.

OPINIONS OF THE PRESS.

"One of the most valuable works for the investor in British mines which has come under our notice, and contains more information than any other on the subject of which it treats."—*Mining Journal*.

"The book will be found extremely valuable to investors."—*Observer*.

"A clear and concise work, containing much in little."—*Herapath*.

"This is really a practical work for the speculator."—*Tablet*.

"Capitalists requiring information on mining investments will find no better or safer instructor than Mr. Pike."—*Civil Service Gazette*.

"Mr. Pike will be a safe and trustworthy guide, so far as British mines are concerned."—*Weekly Register*.

"Well worthy of being carefully read by all who take any interest whatever in the subject."—*Money Market Review*.

"To capitalists and those interested in this kind of property, the work will prove very serviceable."—*Railway News*.

"The whole comprises a great deal of very useful information of special interest to persons having capital employed, or who may be desirous of investing in mines."—*Railway Record*.

"This is really a valuable guide to investors, and ought to be read with scrupulous care by those who have money for investment."—*School Board Chronicle*.

"It contains a great amount of useful information not to be had in an equally clear, condensed, and comprehensive form in any other publication."—*Engineering and Building News*.

"We heartily concur in the hope expressed by Mr. Pike that British mines may take their proper position among the investments of the day."—*Kentish Observer*.

Mr. JOHN R. PIKE, Stock and Share Dealer, returns his sincere thanks to his friends for their past confidence for upwards of twenty years, and trusts, by a steady adherence to the interests of his clients, to continue to merit the same.

Mr. PIKE can confidently recommend several good investments that are free from risk or liability.

Any information respecting British Mines is at all times given by Mr. PIKE, either on personal application, or by letter.

Crown Chambers, Threadneedle-street, London.

THE IRON AND COAL TRADES' REVIEW:

ROYAL EXCHANGE, MIDDLEBOROUGH.

The IRON AND COAL TRADES' REVIEW is extensively circulated amongst the Iron Producers, Manufacturers, and Consumers, Coalowners, &c., in all the iron and coal districts. It is, therefore, one of the leading organs for advertising every description of Iron Manufactures, Machinery, New Inventions, and all matters relating to the Iron, Coal, Hardware, Engineering, and Metal Trades generally.

Office of the Review:—Middleborough-on-Tees (Royal Exchange); London 1, and 12, Red Lion-court, Fleet-street; Newcastle-on-Tyne (50, Grey-street).

The Companies Act, 1862 and 1867.

IN THE MATTER OF THE PENHALE UNITED SILVER-LEAD MINING COMPANY (LIMITED).

THE LIQUIDATOR OF THE ABOVE-NAMED COMPANY invites TENDERS for the PURCHASE of the whole of the property belonging to the said company, comprising the COMPANY'S INTEREST in the LEASES of the valuable MINES, known as the

PENHALE AND LOMAX SILVER-LEAD MINES,
Situate in PERRANZABULO, in the county of CORNWALL, which have been extensively developed, together with the whole of the valuable ENGINES, PLANT and MACHINERY, BUILDINGS, DRESSING APPARATUS, PIT-WORK, and STORES.

The mines have been opened up to a very great extent, and are supplied with all the necessary machinery for their further development.

Tenders, addressed to the Liquidator as below, should be sent in not later than the 16th day of October next.

Permission to inspect the mines and the leases, together with the full inventory of plant and machinery, conditions, and all other particulars, may be obtained of the Liquidator.

Mr. FREDERICK WARWICK, at his offices, 25, Bucklersbury, London.

TITANIO STEEL AND IRON COMPANY (LIMITED).

STEEL AND IRONWORKS FOR SALE, BY PRIVATE TREATY.

THE LIQUIDATOR OF THE ABOVE-NAMED COMPANY is prepared to TREAT for the SALE, by private arrangement, as a going concern, of the WHOLE of the company's VALUABLE FREEHOLD MANUFACTURING PREMISES, known as

THE FOREST STEEL WORKS,
Situate at COLFORD, in the FOREST OF DEAN, GLOUCESTERSHIRE, extending over an area of about SEVEN ACRES, together with all the WORKSHOPS, FORGE, STOREHOUSES, OFFICES, PLANT and MACHINERY; also some valuable PATENTS, LICENSES, and LEASES, including LEASE of DAKHILL and SHUTCASTLE COLLIERIES.

Particulars and orders to inspect the works can be obtained on application to ROBERT FLETCHER, 2, Moorgate-street, London, E.C., the Liquidator; R. WOODWARD, Forest Steelworks, Colford; or to ALFRED DAVY, Engineer, Sheffield.

The usual business of the company is meanwhile carried on at the works.

IN RE THE CARDIGAN BAY CONSOLS MINING COMPANY (LIMITED).

IN LIQUIDATION.

VALUABLE LEAD MINES, in LANDS called GWAR-CWM-BACH, GWAR-CWM-ISSA, GWAR-CWM-UCHA, and PENSARN, situate in the parishes of LLANCYFELLIN and LLANFANGELL-GENEVR-GLYN, in the county of CARDIGAN, about nine miles from Aberystwyth, held for an Unexpired Term of nearly Nineteen Years, together with the costly PLANT and MACHINERY in excellent condition, which will be SOLD, BY AUCTION, at the Mart, Tokenhouse-yard, London, E.C., on Tuesday, the 3rd day of October, 1871, at Twelve for One o'clock, by Mr. ROBERT L. CURTIS (the Liquidator).

Particulars, with conditions of sale, may be had of R. G. ELWES, Esq., Solicitor, 8, Farnhill's Inn, Holborn; of Capt. RICHARD WILLIAMS, Goguan, Aberystwyth; and of the Liquidator, 8, Union-court, Old Broad-street, London, E.C.

TO BE SOLD, pursuant to a Decree of the High Court of Chancery, made in a Cause of "MARSHALL v. CROWTHER," with the approval of the Vice-Chancellor Sir JOHN WICKES, by Messrs. GRESHAM and GILSON, the persons appointed by the said Judge, at the George Hotel, Walsall, in the county of Stafford, on Wednesday, the 25th day of October, 1871, at Three o'clock in the afternoon precisely, in Eighteen Lots, a certain

FREEHOLD ESTATE, called BESCOTT.

Consisting of BESCOTT HALL, and several FARMS and BUILDING SITES (with the valuable MINES and MINERALS therein), situate in the parishes of WALSALL and WEDNESBURY, in the county of STAFFORD, late the property of William Crowther, deceased.

Printed particulars and conditions of sale, and lithographed plans, may be had (gratis) in London, of Messrs. CLARKE, WOODCOCK, and RYLAND, 14, Lincoln's Inn-fields; Messrs. VIZARD, CROWDER, ANSTIE, and YOUNG, 55, Lincoln's Inn-fields; Messrs. CUNLIFFE and BEAUMONT, 43, Chancery-lane; Messrs. THOMAS WHITE and SONS, Bedford-row; Mr. THOMAS PRICK, Abchurch-lane, City; and Mr. G. W. CATTELL, 40, Bedford-row; and in the country, of Mr. W. MARSHALL, Darlington, near Wednesbury; of Messrs. PAXSON and GARRARD, Kresham; of Mr. W. B. APPLIN, Banbury; of Mr. J. CROWTHER SMITH, Wolverhampton; of Mr. S. P. SMITH, Walsall; of Mr. W. C. UMBERS, Wolverhampton; and of the Auctioneers, New-street, Birmingham; and at the place of sale.

H. F. CHURCH, Chief Clerk.

CLARKE, WOODCOCK, and RYLAND, 14, Lincoln's Inn-fields (Solicitors for Plaintiff).

Dated this 9th day of August, 1871.

MERTHYR TYDFIL, GLAMORGANSHIRE.

VALUABLE UNWORKED MINERAL ESTATES.

MR. T. J. JONES has been instructed by Messrs. Jenkins TO TREAT, BY PRIVATE CONTRACT, for the SALE, or LETTING BY LEASE, of the following very VALUABLE MINERAL PROPERTY, viz.:—
LOT 1.—CWM COTHI FARM, in the parish of Merthyr Tydfil, consisting of FARMHOUSE, OUTBUILDINGS, and 90 A. 2 R. 4 P. of Freehold, Pasture, Arable, and Wood Land, with a quantity of fine fire-clay timber thereon, situated between Bargoed River and Cwm Cothi Brook, now in the occupation of William Thomas.

All the beds, seams, or veins of coal to be found in the Merthyr district underlie this estate. The pits of Messrs. Worthington, Messrs. Bevan and Price, and Messrs. H. and W. Powell are in full working order within a short distance, and the Downalls Company are about to work steam coal at Cwm Yellin, close by. The new branch railway, being constructed by the Great Western Railway Company from Lancelach Station to Downalls, will pass within 100 yards of this estate, and will be most easy of access by a short siding.

LOT 2.—GOTRA COED VACH and GOTRA COED VAWR FARMS, in the parish of Merthyr Tydfil, consisting of about 240 acres of Freehold Land, with FARMHOUSES and BUILDINGS, in the respective occupations of Thomas Edwards and William Jenkins.

The above valuable estate, which is almost adjoining the Quaker's Yard Station, contains all the veins of coal of this celebrated district. The Taft Vale Railway and the Glamorganshire Canal cuts through the middle of the estate. The Navigation Collieries of Messrs. Nixon are within a short distance.

For further particulars, or to treat for either the whole of the estates as a whole, the sale of the minerals underlying the estates, or the leasing of the minerals underlying the estates, apply to Mr. THOMAS J. JONES, Estate Agent, Commercial-buildings, Newport, Monmouthshire.

FISHBURN ESTATE.

IN THE PARISH OF SEDGECFIELD AND COUNTY OF DURHAM, CONTAINING 702 ACRES 3 RODS AND 20 PERCHES.

MESSRS. WATSON AND BOWMAN (Auctioneers) WILL SELL, BY AUCTION, at the King's Head Hotel, in Darlington, in the county of Durham, on Monday, the 16th of October, 1871, at Two for Three o'clock in the afternoon, and subject to such conditions as will then be produced, all that very valuable FREEHOLD ESTATE, called the

FISHBURN ESTATE.

Situate in the parish of Sedgfield aforesaid, containing 666 acres 3 rods and 26 perches, or thereabouts, together with the valuable SEAMS of COAL thereunder. Also, a COPYHOLD ESTATE, adjoining the above, containing 35 acres 3 rods and 34 perches, or thereabouts, and called the "Ryal Hill Farm."

The above estates are situate in a ring fence, and comprise the following compact FARMS, with suitable HOMESTEADS and OUTBUILDINGS, called respectively the "Fishburn Hall Farm," "Horse Shoe Farm," "The Village Farm," "Mill House Farm," "Horse Shoe Inn Farm," "Bridge House Farm," and the "Ryal Hill Farm." In the respective occupations of the owner, Charles Wain, Esq., Mr. W. Madderson, Mr. Joseph Wilkinson, and Mr. Charles Bailey.

Also, all that FREEHOLD INN, called the "Bee Hive," with the outbuildings and garden thereto belonging, situate in the village of Fishburn, in the occupation of Mr. William Bushley, as tenant.

And also, all those THREE FREEHOLD COTTAGES, situate at the south-east corner of the village of Fishburn, aforesaid.

The whole of the estate will be offered in one lot, together with the seams of coal and other minerals under the freehold portion thereof, and, if not sold, then the coal and minerals will be offered separately, either to be sold or leased.

The estate contains valuable limestone beds, with one quarry opened, with two large and excellent kilns in daily use, and also several seams of clay, adapted for brick and tile manufacturing purposes, with all necessary appliances for manufacturing the same, consisting of kilns, large drying sheds, pug mills, &c.

On portions of the estate rich specimens of lead ore have been found, and veins of this valuable mineral are believed to intersect it.

The several farm and other buildings are in excellent repair, some of which have been recently erected by the present owner.

A large quantity of the land has been well drained, and the whole is in a high state of cultivation.

The estate is well watered by the River Skerne on the south, and the hedge round the same is abundant and of good growth.

Particulars with plan attached, and further information, can be obtained on application to the owner, CHRISTOPHER WATKIN, Esq., Oak Lea; Mr. R. B. DIXON, Land Agent; the Auctioneers—all of Darlington; and at the offices of Messrs. ALLISON, SON, and WILLAN, Solicitors, Darlington.

Darlington, September 21, 1871.

LEAD MINES IN THE COUNTIES OF DURHAM AND NORTHUMBRIA.

TO BE LET, ON LEASE, the HUNSTANWORTH and NEWBIGGIN ROYALTIES, the former about 3534 acres, and the latter 200 acres, or thereabouts.

The Hunstanworth Royalty adjoins the celebrated W. B. Lead Mines, and has for many years yielded large quantities of lead ore, and much of the ground is undeveloped.

Incoming leasees can have the plant and machinery, now upon the premises, at an annual rent, with a right to purchase at any time during the lease, on terms to be agreed upon.

For particulars, apply to JOSEPH DODDS, Esq., M.P. No. 4, Spring-gardens, Charing Cross, London, S.W., and Stockton-on-Tees; Mr. NATHANIEL CLARK, Beamish-park, Fence Houses; or Mr. THOMAS J. BEWICK, C.E., No. 2, Westminster-chambers, Victoria-street, London, S.W., and Haydon Bridge, Northumberland.

LEVEL FREE COAL—GLAMORGANSHIRE.

TO LET, all the LEVEL FREE SEAMS OF COAL under nearly FOUR HUNDRED ACRES, close to a railway, giving direct access to the shipping port. The seams of coal are large, and of most excellent quality, easily and cheaply worked by level. No pits or engines required. Capital outlay very small.
Apply to W. J. BROWN, Esq., Kidwelly, Carmarthenshire; or to L. GRIVFITHS, Esq., Yungyrow, near Neath.

CHILTON MINES.

TO BE LET, the COAL MINES within and under the CHILTON ESTATE, the property of the Right Hon. the Earl of Eglon. The Estate is situated near FERRYHILL, in the County of DURHAM, and contains 1240 surface acres, or thereabouts. The North-Eastern main line, and West Hartlepool main line, and branch lines of railway intersect the estate.
For particulars, apply to JOHN JOHNSON, C.E., Chilton Hall, Ferry Hill.

SOUTH WALES SMOKELESS STEAM COAL.

TO BE LET, ON LEASE, a COLLIERY, now working on the above, with a WORKABLE AREA of over FIVE HUNDRED AND NINETY ACRES. Railway through the property; eight miles from Port; coal on Government List.
For particulars, apply to Mr. LEYSON RHY, Mining Engineer, Aberdare, South Wales.

TO BE LET, ON LEASE, for a term of years, SEVERAL ACRES OF LAND, suitable for MANUFACTURING PURPOSES, advantageously situated on the south bank of the River Tyne, about two miles below Newcastle-on-Tyne, and within a quarter of a mile from the North-Eastern Railway. There is a good quay frontage, with deep water.
Apply to Mr. T. S. BRAMWELL, King-street, Quay-side, Newcastle-on-Tyne.

FIRE CLAY.

FOR SALE, SEVERAL HUNDREDS OF TONS OF SUPERIOR FIRE CLAY, delivered to any part of the Kingdom.
Address, CLAY COMPANY, Carbarack, Scorrier, Cornwall.

LLANELLY RAILWAY AND DOCK COMPANY.

SURPLUS STOCK FOR SALE, owing to a REDUCTION of the RAILWAY MILEAGE worked by the company.

SIX LOCOMOTIVE ENGINES, with TENDERS, all in good working order, being at present in actual use, viz.:—

1.—"Victoria," six wheels, four coupled, 5 ft. diameter, 16 in. cylinders, 24 in. stroke.

2.—"Alfred," six wheels, four coupled, 5 ft. diameter, 13 in. cylinders, 18 in. stroke.

3.—"Alice," six wheels, four coupled, 5 ft. diameter, 13 in. cylinders, 18 in. stroke.

4.—"Louisa," six wheels, all coupled, 4 ft. 8½ in. diameter, 16 in. cylinders, 24 in. stroke.

5.—"Arthur," six wheels, all coupled, 4 ft. 8½ in. diameter, 16 in. cylinders, 24 in. stroke.

6.—"Wales," six wheels, all coupled, 4 ft. diameter, 16 in. cylinders, 18 in. stroke.

FOUR COMPOSITE PASSENGER CARRIAGES.

THREE THIRD-CLASS
Each engine and carriage will be a separate lot.

Sale to be at Llanelly Dock on Monday, the 9th of October next, at Four o'clock in the afternoon, subject to such conditions of sale as will then be produced.

Further particulars may be obtained of the Secretary of the company—
MR. R. GLASCODINE, Llanelly.

FOR SALE, separately, at reduced prices, the VALUABLE TOOLS AND OTHER APPLIANCES used at New Dock Works, Leeds, in the manufacture of railway plant, wagon and carriage building, general engineering, &c. &c.

For prices and particulars, apply to Mr. JAMES POWELL, Consulting Engineer and Valuer of Engineering Plant, &c., 80, Basinghall-street, Leeds.

ON SALE, ONE PAIR OF 20 in. coupled WINDING ENGINES, almost new. Fitted with slot link motion, wrought-iron cranks, and crank shaft.

Also, ONE PAIR OF 15 in. cylinder WINDING ENGINES, almost new and fitted as above.

Apply, HENRY PARKINSON, 44, Folds-road, Bolton.

ON SALE, ONE 25-horse power double cylinder PORTABLE ENGINE, fitted with slot link motion for winding.

Also, 30-horse power double cylinder PORTABLE ENGINE.
ONE 20-horse power double cylinder PORTABLE ENGINE.
Will be sold cheap, and are in first-class order.

Apply, HENRY PARKINSON, 44, Folds-road, Bolton.

SURPLUS MACHINERY ON SALE.

FOUR WHEEL TANK LOCOMOTIVE, worked 15 months; price £530; splendid STEEL BOILER, by Adamson, 16 ft. by 4 ft. 6 in., price £60; several HORIZONTAL ENGINES, nearly new, and a large quantity of similar and other machinery. ENGINEERS' TOOLS, &c., &c., good as new, and cheap.

C. REEVES, BANK STREET EXCHANGE, MANCHESTER.

SECONDHAND MINING MACHINERY FOR SALE

IN FIRST-RATE CONDITION.

PUMPING ENGINES, of various sizes,—viz., 80 in., 70 in., 60 in., 50 in., 40 in., 30 in.

WINDING ENGINES, STAMPING ENGINES, STEAM CAPSTANS, and CRUSHERS of various sizes.

A NUMBER OF BOILERS.

PITWORK of all descriptions, and all kinds of MATERIALS required for MINING PURPOSES.

TO BE SOLD, AT MODERATE PRICES.

The 80 in. is nearly new, and, with several of the other engines, can be guaranteed of superior make and modern design.

For further particulars, apply to—
MESSRS. HARVEY AND CO.,
ENGINEERS AND GENERAL MERCHANTS,
HAYLE, CORNWALL,

AND HAYLE FOUNDRY WHARF, NINE ELMS, LONDON,
CITY OFFICES (GRESHAM HOUSE), 23½, OLD BROAD STREET,

MANUFACTURERS OF
PUMPING and other LAND ENGINES and MARINE STEAM ENGINES, or the largest kind in use, SUGAR MACHINERY, MILLWORK, MINING MACHINERY, and MACHINERY IN GENERAL.

SHIPBUILDERS IN WOOD AND IRON.

THE PATENT PNEUMATIC STAMPS
May be SEEN AT WORK at HAYLE FOUNDRY WHARF, NINE ELMS by previous application at either of the above addresses.

SECONDHAND MACHINERY, &c., FOR SALE.

TWO IRMAN'S PATENT WROUGHT-IRON TURNTABLES, 12 ft. diameter, quite equal to new.

TWO EGG-ENDED BOILERS, 35 ft. by 6 ft., suitable for forge work, with all fittings, quite new, never erected.

SEVERAL SETS BAR SHEARS, with and without engines.

TWENTY Cameron's DONKEY PUMPS, 3 in. rams.

ARMOUR PLATE PLANING MACHINE, quite new.

TWO 50 ton STEAM SWING CRANES, not quite finished.

FOUR STEEL BOILERS, 30 ft. by 5 ft. 6 in., and part fittings, in good order.

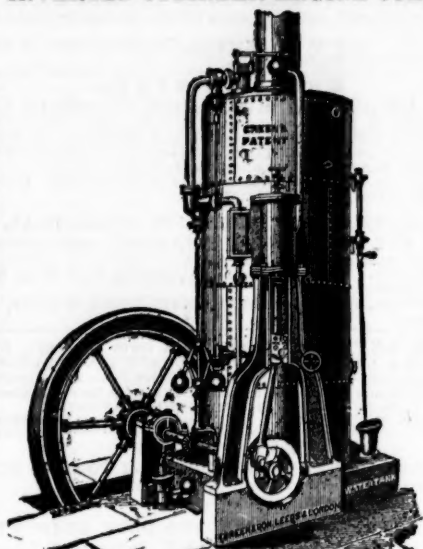
Several BEAM, HORIZONTAL, &c., ENGINES.

ONE Thompson's 8-horse patent ROAD STEAMER, with india-rubber tyres.

ONE 10-horse ditto, both equal to new.

GREEN'S PATENT BOILERS, WITH INVERTED CYLINDER ENGINE COMBINED

Specially adapted for Contractors, Joiners, and Builders,
Cabinet-makers, Bricklayers, Millers, Dyers,
Householders, Workshops, Printing-offices, &c.



For Exportation they are invaluable, being sent out in
complete working order, ready for
immediate use.

The above Engines and Boilers are constructed in an exceedingly substantial and simple manner, every part being easy of access, consequently can be readily understood and managed; they are fitted with governors, equilibrium throttle valve, stop valve, safety valve, feed pump, water and steam gauges complete. The foundation plate answers the purpose of feed water tank, in which the water is heated before passing into the boiler, and also of an ash-plate, and no brickwork or foundation is required.

N.B.—Upwards of 600 of these Engines and Boilers are now at work, giving entire satisfaction.

Illustrated PRICE LISTS free on application to
THOMAS GREEN AND SON,
SMITHFIELD IRONWORKS, LEEDS;
And 54 and 55, Blackfriars-road, London, S.E.

STEEL! STEEL! STEEL!

TO MINE PROPRIETORS, CONTRACTORS, ENGINEERS,
AND OTHERS.

JOHN TURNER'S
CELEBRATED DOUBLE-REFINED CAST-STEEL
FOR JUMPERS AND DRILLS USED FOR HARD ROCK AND MINES.
Best quality at the lowest manufacturer's price. Delivered free.

J. TURNER, SHEFFIELD.
GENERAL DEPOT, AND STOCK OF ALL SIZES AT
FERRY ROAD, MIDDLESBOROUGH-ON-TEES.

References given to Cumberland, Cornwall, Scotland, and Cleveland Mines.

BY  LETTERS
ROYAL PATENT.
MALAM AND COMPANY,
ENGINEERS,

INVENTORS AND PATENTEES OF PORTABLE AND STA-
TIONARY GAS APPARATUS,
NEW ROAD, ROTHERHITHE,
LONDON.

CONTRACTORS for GAS, WATER, SUGAR WORKS, and DISTILLERIES
on the most improved principles.
Plans and specifications furnished on application.

Also, INVENTORS OF APPARATUS for GENERATING GAS from DEAD
and other OILS, applicable to every description of FURNACES, FLUES, &c.

IMPROVED APPLICATION OF WATER POWER.

THE TURBINE.

Mac Adam, Brothers, & Co.

ENGINEERS,

SOHO FOUNDRY, BELFAST,

After twenty years of experience, have brought their
Improved TURBINE to great perfection.

It is applicable to all practicable heights of fall, giving much
greater power from the water than any other kind of water-
wheel.

On low falls it has the great advantage of not being impeded
by floods or back-water.

It is particularly well adapted for situations where the
quantity of water is variable, and where all other wheels fail.

Its motion is extremely regular, and, when desired, a
Governor can be applied effectively.

This Wheel is at work in a great many places, to which
reference will be given.



By a special method of preparation, this leather is made solid, perfectly close
in texture, and impermeable to water; it has, therefore, all the qualifications
essential for pump buckets, and is the most durable material of which they can
be made. It may be had of all dealers in leather, and of

I. AND T. HEPBURN AND SONS,
TANNERS AND CURRIERS, LEATHER MILLBAND AND HOSE PIPE
MANUFACTURERS,
LONG LANE, SOUTHWARK, LONDON.

Prize Medal 1851 1855, 1862, for
MILL BANDS, HOSE, AND LEATHER FOR MACHINERY PURPOSES.

BRITISH, COLONIAL, AND FOREIGN PATENTS.
REGISTRATION OF DESIGNS, COPYRIGHTS, TECHNICAL TRANS-
LATIONS, DRAWINGS, &c.

MICHAEL HENRY
Mem. Soc. Arts, Assoc. Soc. Engineers, Compiler of the "Inventors' Almanac,"
and the Author of the "Defence of the Patent Law."
Inventors advised in relation to Patents and Inventive and Industrial Mat-
ters. Printed information sent free by post. Specifications drawn and revised,
searches conducted. Abstracts, Cases, and Opinions drawn.
Offices, 68, Fleet-street, E.C., London, corner of and entrance in Whitefriars
Street.

SPECIAL PAMPHLET ON NERVOUS DEBILITY.—Read the
Warning Voice on the Special Treatment of Nervous, Mental, and Physical
Debility, Lowness of Spirits, Dimness of Sight, Indigestion, &c. Illustrated
with cases. Gives rules for cure by the New Medicines. Dr. SMITH will, for the
benefit of country patients, on receiving a description of their case, send a letter
of advice GRATIS. Pamphlet (160 pages) free by post in an envelope on receipt
of two stamps.—Dr. SMITH, 8, Barton-crescent, London, W.C.

THE HOWARD SAFETY BOILER,

For STATIONARY and MARINE ENGINES, has the following advantages:—
SAFETY; NO RISK from DANGEROUS EXPLOSION; HIGH-PRESSURE STEAM, with ECONOMY OF FUEL; perfect
circulation, and ready means of removing sediment.
Saving of cost and time in repairs; portability, and, for export, great saving in freight.

Patentees and Manufacturers: **J. and F. HOWARD,** Britannia Iron Works, Bedford.
LONDON OFFICE: 4, CHEAPSIDE (three doors from St. Paul's).

The First Prizes of the Royal Agricultural Society of England.

PORTABLE STEAM ENGINES,

WITH ALL RECENT IMPROVEMENTS.

HORIZONTAL FIXED STEAM ENGINES,

PORTABLE THRASHING MACHINERY,

CORN MILLS, SAW BENCHES, PUMPS FOR IRRIGATION, &c.

CLAYTON AND SHUTTLEWORTH,

LINCOLN; AND 78, LOMBARD STREET, LONDON.

CATALOGUES SENT FREE BY POST ON APPLICATION.

CHAPLIN'S PATENT STEAM ENGINES AND BOILERS.

PRIZE MEDAL, INTERNATIONAL EXHIBITION, 1862.

STATIONERY ENGINES,

From 1 to 30-horse power. No building required.

STEAM CRANES,

1½ to 30 tons. For wharf or railway.

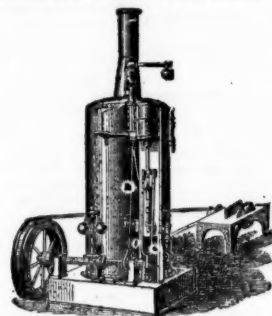
HOISTING ENGINES,

10 cwt. to 15 tons. With or without jib.

TRACTION ENGINES,

6 to 27-horse power. Light and heavy.

DONKEY FEED-ENGINES.



STATIONARY ENGINE.

The ORIGINAL Combined Vertical ENGINES and BOILERS introduced by Mr. CHAPLIN in 1855.
EACH CLASS KEPT IN STOCK FOR SALE OR HIRE.

WIMSHURST AND CO., ENGINEERS,

OFFICE: 117, CANNON STREET, LONDON, E.C.

WORKS: REGENT'S PLACE, COMMERCIAL ROAD EAST, LONDON E.

CONTRACTORS' LOCOMOTIVES,

6 to 27-horse power. For steep inclines and curves

SHIPS' ENGINES,

Hoisting, cooking, and distilling. Passed for
half-water.

MARINE ENGINES AND BOILERS,

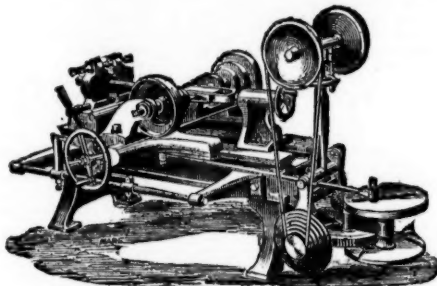
For light screw and paddle steamers, ships,
boats, &c.

STEAM WINCHES,

With or without boilers and connections

DUPLEX PRESSURE FANS.

Patent Duplex Cotter-Hole and Key-Bed DRILLING MACHINE.

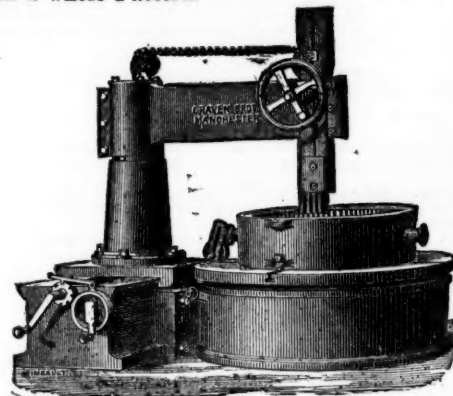


The advantage of this Machine is, that the Drills are only re-
quisite to be half the length of the Cotter-hole required to be cut, as
they operate simultaneously from both sides of the object, meeting
accurately in the middle, and doing the work in less than half the
usual time, besides producing a smooth hole on account of short,
stiff Drills being used, thus producing a much better class of work,
hitherto unattainable by the Machines with one long Drill.

The Machine is made in three sizes, and often made with double
set of Head Stocks, to drill both ends of a connecting rod at the
same time.

Improved WHEEL-MOULDING MACHINE.

This Machine will Mould the Teeth of Bevel, Spur, and
Worm Wheels, also Straight Racks, of any Pitch
with a whole Pattern.



Some of the many advantages in the use of this Machine are, that
the Teeth of Wheels are perfectly straight across the Tooth, no taper
being required to draw the pattern; the Wheels are true in diameter,
not depending upon a wood model, which sometimes alters in shape;
Wheels of any pitch and form of teeth can be moulded without the
use of a whole expensive pattern; and wheels to work into each
other can be made mathematically correct in form, at the small cost
of segment patterns.

The Machine is made in various sizes to mould wheels of any
diameter.

CRAVEN BROTHERS,
MAKERS OF EVERY DESCRIPTION OF MACHINE TOOLS,
Vauxhall Ironworks, Osborne Street, Manchester.

PATENT SELF-LUBRICATIVE STEAM & HYDRAULIC ENGINE PACKING.



This Packing is invaluable to all Users of Steam-Power; it supersedes anything of the kind ever invented; it
is now in use in all the Chief Railways and First Firms in this Country and Abroad, and is

THE ONLY PACKING THAT WORKS WITHOUT OIL OR GREASE,

Does not char, is pliable, keeps the rods

COOL, BRIGHT, AND CLEAN,

And lasts longer than any other, thereby

SAVING FULLY 200 PER CENT.

To the User, in oil, labour, and material.

Can be had only from the Agents throughout the country, appointed by

THE SOLE LICENSEES,

HENRY HOUSE AND CO.,

CATHERINE STREET, CITY ROAD, LONDON, E.C.

Where also may be obtained, the LUBRICATIVE PACKING COMPANY'S

ANTI-FRICTION CREAM OIL,

Which Lubricates perfectly, keeps the Bearings Cool, and does not become Viscid or Glutinous.

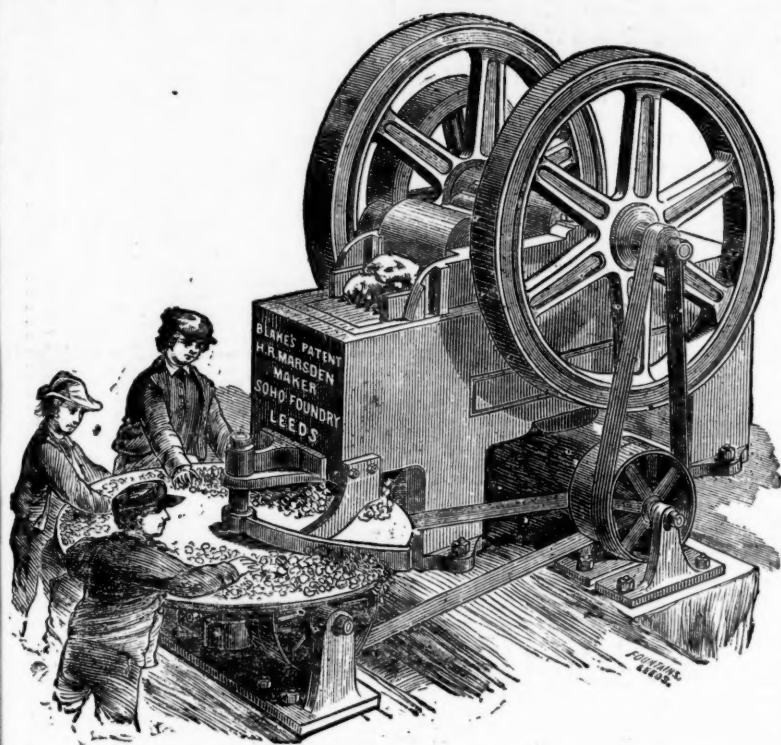
AWARDED TWENTY GOLD AND SILVER FIRST-CLASS PRIZE MEDALS.

IMMENSE SAVING OF LABOUR.
TO MINERS, IRONMASTERS, MANUFACTURING CHEMISTS, RAILWAY COMPANIES, EMERY AND FLINT
GRINDERS, MCADAM ROAD MAKERS, &c., &c.**BLAKE'S PATENT STONE BREAKER,
OR ORE-CRUSHING MACHINE,**

FOR REDUCING TO SMALL FRAGMENTS ROCKS, ORES, AND MINERALS OF EVERY KIND.

This is the only machine that has proved a success. This machine was shown in full operation at the Royal Agricultural Society's Show at Manchester, and at the Highland Agricultural Society's Show at Edinburgh, where it broke 1½ ton of the hardest trap or whinstone in eight minutes, and was AWARDED TWO FIRST-CLASS SILVER MEDALS. It has also just received SPECIAL GOLD MEDAL at Santiago, Chili.

It is rapidly making its way to all parts of the globe, being now in profitable use in California, Washoe, Lake Superior, Australia, Cuba, Chili, Bra and throughout the United States and England. Read extracts of testimonials:—



The Parys Mines Company, Parys Mines, near Bangor, June 6.—We have had one of your stone breakers in use during the last 12 months, and Capt. Morcom reports most favourably as to its capabilities of crushing the materials to the required size, and its great economy in doing away with manual labour.

For the Parys Mining Company,
H. R. Marsden, Esq. JAMES WILLIAMS.

Eaton Emery Works, Manchester.—We have used Blake's patent stone breaker made by you, for the last 12 months, crushing emery, &c., and it has given every satisfaction. Some time after starting the machine a piece of the moveable jaws about 20 lbs. weight, chilled cast-iron, broke off, and was crushed in the jaws of the machine to the size fixed for crushing the emery.

THOS. GOLDSWORTHY & SONS.
H. R. Marsden, Esq.

Alkali Works, near Wednesbury.—I at first thought the outlay too much for so simple an article, but now think it money well spent.

WILLIAM HUNT.

Welsh Gold Mining Company, Dolgelly.—The stone breaker does its work admirably, crushing the hardest stones and quartz.

WM. DANIEL.

Our 15 by 7 in. machine has broken 4 tons of hard whinstone in 20 minutes, for fine road metal, free from dust.

Messrs. ORD and MADDISON,
Stone and Lime Merchants, Darlington.

Kirkless Hall, near Wigan.—Each of my machines breaks from 100 to 120 tons of limestone or ore per day (10 hours), at a saving of 4d. per ton.

JOHN LANCASTER.

Ovoca, Ireland.—My crusher does its work most satisfactorily. It will break 10 tons of the hardest copper ore stone per hour.

WM. G. ROBERTS.

General Fremont's Mines, California.—The 15 by 7 in. machine effects a saving of the labour of about 30 men, or \$75 per day. The high estimation in which we hold your invention is shown by the fact that Mr. Park has just ordered a third machine for this estate.

SILAS WILLIAMS.

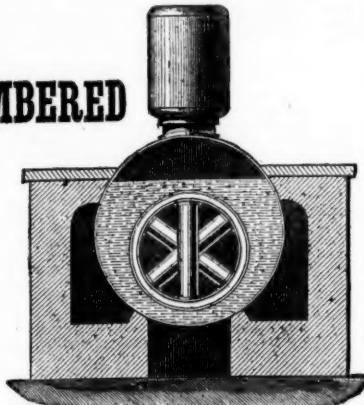
Your stone breaker gives us great satisfaction. We have broken 101 tons of Spanish pyrites with it in seven hours.

EDWARD AARON,
H. R. Marsden, Esq. Weston, near Runcorn

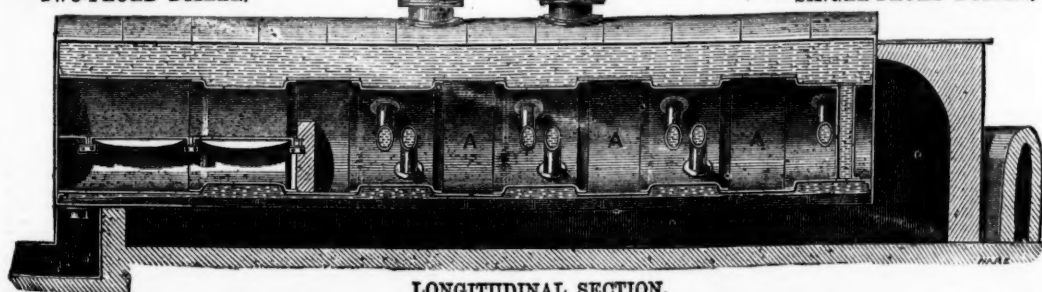
For illustrated catalogue, circulars, and testimonials, apply to—

H. R. MARSDEN, SOHO FOUNDRY,MEADOW LANE, LEEDS,
ONLY MAKER IN THE UNITED KINGDOM.**HAWKSLEY, WILD, AND CO.'S
PATENT****FLANGED & COMBUSTION-CHAMBERED****FLUED
BOILERS.**

TWO-FLUED BOILER.



SINGLE-FLUED BOILER.



LONGITUDINAL SECTION.

THE FLUES OF THE ABOVE BOILERS ARE MADE OF TWO DIAMETERS, ONE RING OF PLATES BEING 4 inches less than the other, alternately. The smaller rings being flanged, as shown in drawing, are thereby considerably strengthened, besides securing the most material point—a perfect expansion-joint.

The cross tubes are placed in the smaller rings of the flue, so that any one can easily be taken out and replaced. The larger rings of the flue act as reverberating, combustion, and heat-retaining chambers, greatly economising the fuel. These boilers are strong, durable, and economical, and have been at work a number of years with the most satisfactory results.

PATENTEES AND MANUFACTURERS:

HAWKSLEY, WILD, and CO., Engineers and Boiler Makers,
SAVILLE STREET EAST, SHEFFIELD.**CHAS. PRICE AND CO.'S RANGOON ENGINE OIL,**
AS SUPPLIED TO H.M. DOCKYARDS AND FLEET.

THIS OIL is suitable to every kind of Machinery. As a lubricant it is equal to the best Sperm or Lard Oil, while it possesses the great advantage of being entirely free from any principle which will corrode the metal bearings.

For particular kinds of Machinery, the Oil may be specially prepared of a consistency and character adapted to the nature of the work to be done.

“I herewith certify that the Rangoon Engine Oil, manufactured by Messrs. Chas. Price and Co., is free from any material which can produce corrosion of the metal work of machinery. It is indeed calculated to protect metallic surfaces from oxidation.

“The lubricating power of this oil is equal to Sperm or Lard Oil.

“T. W. KEATES, F.C.S., &c. &c.

Every parcel of the Oil sent from the work bears the Trade Mark of the Firm.

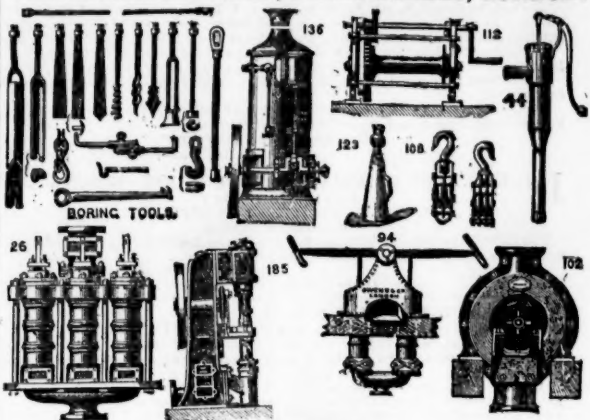
LONDON: CASTLE BAYNARD, UPPER THAMES STREET.

WORKS: MILLWALL, POPLAR and ERITH, KENT.

S. OWENS AND CO.

Hydraulic and General Engineers,

WHITEFRIARS STREET, FLEET STREET, LONDON.



MANUFACTURERS OF

BORING TOOLS, for testing ground for Minerals, Bridge Foundations, Artesian Wells, &c., to any depth.

No. 26.—Treble Barrel and other Deep Well Pumps.

No. 136.—Vertical and other Portable Steam-engines.

No. 185.—Horizontal and Vertical Steam Pumping-engines.

No. 112.—Single and Double-purchase Crab Winches.

No. 108.—Pulley Blocks of all sizes.

No. 123.—Bottle and other Lifting Jacks.

No. 94.—Double-barrel Pumps, for Mine or Quarry use

No. 44.—Portable Wrought-iron Pumps, ditto ditto

No. 102.—Bernays's Patent Centrifugal Pumps, of all sizes.

ALSO EVERY OTHER DESCRIPTION OF

HYDRAULIC AND GENERAL MACHINERY,

COMPRISING

TURBINES, WATER WHEELS, WIND ENGINES,
THE HYDRAULIC RAM, FIRE ENGINES, &c.

Catalogues and Estimates on application.

M'TEAR AND CO.'S CIRCULAR FELT ROOFING

FOR

GREAT ECONOMY

AND

CLEAR WIDE SPACE.

For particulars, estimates,
and plans, address,—

M'TEAR & CO.,

20, BUDGE ROW, CANNON
STREET, LONDON;54, PORTLAND STREET,
MANCHESTER;OR,
CORPORATION STREET,
BELFAST.

The above drawing shows the construction of this cheap and handsome roof now much used for covering factories, stores, sheds, farm buildings, &c., the principals of which are double bow and string girders of best pine timber, sheathed with ½ in. boards, supported on the girders by purlins running longitudinally, the whole being covered with patent waterproof roofing felt. These roofs so combine lightness with strength that they can be constructed up to 100 ft. span without centre supports, thus not only affording a clear wide space, but effecting a great saving both in the cost of roof and uprights.

They can be made with or without top-lights, ventilators, &c. Felt roofs of any description executed in accordance with plans. Prices for plain roofs from 30s. to 60s. per square, according to span, size, and situation.

Manufacturers of PATENT FELTED SHEATHING, for covering ships' bottoms under copper or zinc.

INDOROUS FELT for lining damp walls and under floor cloths.

DRY HAIR FELT, for deadening sound and for covering steam pipes, thereby saving 25 per cent. in fuel by preventing the radiation of heat.

PATENT ASPHALT ROOFING FELT, price 1d. per square foot.

Wholesale buyers and exporters allowed liberal discounts.

PATENT ROOFING VARNISH, in boxes from 3 gallons to any quantity required, 8d. per gallon.

W. GÜNTHER,

CENTRAL ENGINEERING WORKS OLDHAM,

MANUFACTURER OF MOST IMPROVED

Silent Fans for blowing and exhaust

ing.

” ” and Steam Engines com-

bined, for ventilation.

Direct-acting Steam Fans.

Centrifugal Pumps and Pumping En-

gines.

Turbine Water Wheels, for high and

low falls, and variable quantities of

water.

Cast-iron Smiths' Hearths.

General Engineering Work.

ILLUSTRATED PRICE LISTS AND REFER-

ENCES ON APPLICATION.

IMPORTANT TO CHURCHWARDENS, AND OTHERS.

WITH A VIEW TO POPULARISE

PUBLIC TIME INDICATORS,

We have produced a speciality that places us beyond the bounds of competition. We beg to call attention to our Works, Stable, or Yard TURRET TIME-PIECE, all complete, ready for fixing. Dial 2 feet, raised figures, gold and blue ground; can be fixed by any joiner in a day.

Price, net cash £15 0 0

If 3 feet dial 16 10 0

4 feet dial, and stronger works .. 20 0 0

All warranted two years.

Complete Church Clocks from £40.

J. BAILEY AND CO.,

Turret Clock and Lightning Conductor

Makers to the late Earl of Rose, the

Bishop of Manchester, Sir F. Crossley,

Bart., British and Foreign Govern-

ments, &c., &c.

ALBION WORKS, SALFORD,

LANCASHIRE.

HIBBERT'S NEW THEORY AND PRACTICE OF MEDICINE, 1

to Two Vols., Vol. I. being a treatise on the Nature, Cause, Cure, and

Prevention of Disease in Human Beings; Vol. II. on Animals. In paper cover,

1s. 2 bound in cloth, gold lettered, 2s. each.

Published and sold by JOHN HEYWOOD, Manchester; and SIMPSON, MAR-

HALL, and Co., London.

HIBBERT'S PATENT ANTISEPTIC, for stamping out Small

Pox, Cholera, Fever, and all Fermentive Inflammatory Diseases. May

be obtained through any Chemist, in bottles, price 1s. 1½d., and upwards.

W. HIBBERT, Cheetham, Manchester.

THE NEWCASTLE CHRONICLE AND NORTHERN

COUNTIES ADVERTISER. (Established 1764.)

THE DAILY CHRONICLE AND NORTHERN COUNTIES ADVERTISER.

Offices, 43, Grey-street, Newcastle-upon-Tyne; 50, Howard-street, North

Shields; 185, High-street, Sunderland.

NON-DIVIDEND MINES

Shares.	Mines.	Paict. Last P. S.
20000	Aberdunant, I, Llandidloes	5 0 0
20000	Bampfylde Copper Min. Co.	1 0 0
4030	Bedford Consols, c. Tavist.	3 5 0
4000	Bedford United, c. Tavistock	4 15 2
5000	Blue Hills, c. St. Agnes	1 11 0
20000	Brynambor, I, Cardigan	1 0 0
5000	Bryn Royallton, c. Rothe	2 0 0
7500	Brynswick, I, Cardigan	2 0 0
4000	Bucknell Consols, c. Penryn	0 15 3
4000	Burgess, I, Cardigan	1 0 0
3000	Caldock Fells, I, Cumberd.	1 17 6
1000	Caradon and Phenix, c.	1 0 0
4000	Carn Camborne, c. Glambr.	3 4 6
100	Castle Gate, I, St. Colomb	1 10 0
10000	Cathedral, f. c. Gwennap	1 10 0
5000	Cefn Brynno (lin. to £5)	3 0 0
6000	Cefn Consols, I, Flintshire	5 0 0
5000	Chilverton, I, Perranabuloe	11 5 0
5000	Chiverton Valley, I, Llanidloes	4 0 4
500	Clon, c. St. Hil, Wicklow	10 8 0
1055	Croddock Moor, I, St. Cleer	15 8 0
50000	Croner & Wheel Abraham	3 0 0
4000	Cwm Ricket, I, Montgom.	3 5 0
5000	Devon & Cornwall United	6 0 0
5000	Dolwen, I, Cardiganshire	0 15 0
5000	Duchy and Stuckey, ant.	1 0 0
30000	Dylife Consols, s-f, Mont.	1 0 0
5000	East Bottle Hill, I, Llanidloes	5 0 0
1200	Eastcastle, c. St. Hil, Glam.	4 7 0
13 03	E. C. C. Consols, I, Llanidloes	2 0 0
5000	East Dolwen, I, Cardigan	1 0 0
4000	E. Gnuallake & S. Bed.	13 0 0
50000	East Liangnyon, I, Montgom.	1 13 0
350	East Plynlimmon, I, Llandid.	20 0 0
2640	East Providence, I, Lelant	7 15 3
5610	East Seton, c. Camborne	1 15 0
25000	East Terras, I, St. Austell	1 0 0
15000	East Van, I, Llandidloes	5 0 0
4000	East Wh. Roeth, I, Lelant	1 8 8
1200	Eastcastle, c. St. Hil, Glam.	0 8 8
5000	Exmouth, c. Christow	1 0 0
1200	Fedw, I, Llandidloes	10 0 0
12800	Florence & Tonkin United	0 5 6
5100	Florida, s-f, Cardiganshire	2 0 0
12500	Giffach, s-f, Llangadock	2 0 0
40000	Glasgow Caradon, c. [30,000 £]	10,000 [100 p.]
4700	Goginan, Cardigan, I, c.	12 0 0
6144	Gonamena, c. St. Cleer	8 4 0
4096	Great Caradon, c. St. Ives	5 4 0
12500	Great C. C. Consols, I, Llanidloes	1 0 0
6035	Great Retallack, s-f, Perran	1 0 0
2000	Great Rock, I, Corwen	4 0 0
4096	Great Royallton, c. Rothe	1 0 0
25000	Great Snaefell, I, f. of Man.	0 7 6
6000	G. S. Chilverton, s-f, Perrans	3 0 0
12000	Great West Chilverton, s-f	2 10 0
6000	Great Western, f. c. Breage	2 0 0
4096	Gt. Wh. Lovell, f. Wendron	1 3 0
12000	Gwydyr Park, I, Llanrwst	1 7 0
1000	Harwood Consols, I, Cardigan	0 4 0
5000	Harlech, s-f, c. Merioneth	5 0 0
2000	Harmony & Montague, f. c.	5 0 0
1000	Hemerdon U. (c. Plymouth)	1 0 0
6000	Hobb's Hill (c. £2), f. St. Neot	1 10 0
800	Holyfield, I, Cumberd.	1 0 0
800	Holyford, c. Tipperary	1 0 0
592	Leeds and St. Aubyn, f. c.	28 11 2
10000	Llanarmon, Delbig	2 0 0
2000	Llanarmon, Delbig	1 0 0
5120	Llewellyn Consols, Wendron, f.	1 0 0
5000	Mellaneer, c. Halye	4 0 0
4662	Minera Union, f. [2500 £ p. 3162 £2154 p.]	
5000	Mineral Bottom, s-f, Perrans	5 10 0
6144	Nanciles, f. c. Kea	8 8 0
1000	Nanty, I, Montgomeryshire	1 0 0
10000	Nant-y-Bialid, I, s-f, Mont.	2 0 0
1000	New Beldon, I, Northampton	0 15 0
2500	New Clifton Snae Beach	1 0 0
2586	New Clifton, f. Gwynedd	3 17 6
6250	N. Crow Hill, f. St. Stephen	0 18 0
100	New Hendra, f. Breage	0 6 0
100	New Rosewarne, c. Camb.	25 0 0
5000	New Victoria, c. Ashburton	1 0 0
5000	New Wheal Charlotte, f. c.	1 5 0
4096	New Wh. Lloyds, I, Wendron	0 11 0
2000	New Wheel Speedwell, f. c. f.	1 0 0
512	N. Wheel Easy, c. Kenwyn	0 11 6
2000	N. Wheel Tregon, f. Cardigan	1 19 0
5167	North Down, f. Redruth	5 17 0
1000	North Lovell, f. Wendron	5 0 0
5000	North Pool, c. Illogan	2 0 0
695	North Roskear, c. Camborne	64 2 0
2		